

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXII. No. 3.

CHICAGO, ILL., FEBRUARY 10, 1909.

TEN CENTS PER COPY.  
PRICE \$1.50 PER YEAR.

**FERGER**

CINCINNATI

*Wants Your Business*

**Babcock & Hopkins**

Shippers of

**CORN RYE**  
**OATS** White and Mixed  
Clipped and Natural

Rensselaer, Ind.

We are Buyers of High-Grade

**TIMOTHY SEED**

Medium and Mammoth Clover  
and Sellers of CANADIAN ALSIKE

Correspondence Solicited  
**STEELE, BRIGGS SEED CO., Limited**  
TORONTO, CANADA

Established 1875

**P. B. & C. C. MILES**

Grain Commission Merchants

Rooms 36 and 37 Chamber of Commerce  
PEORIA, ILL.

Consignments Have Personal Attention

**James E. Bennett & Co.**

Formerly Thomas Bennett & Co. Est. 1880.

Grain Consignments and Future  
Orders Solicited.

Private Wires. Branch Offices  
309-10 Postal Building, Chicago

**Tyng, Hall & Co.**

**GRAIN COMMISSION**

Correspondence Solicited Peoria, Ill.

CLARK FAGG

A. K. TAYLOR

**FAGG & TAYLOR**

Grain Merchants

**BARLEY MILWAUKEE**

Established 1883

**PITT BROS. & CO.**

**GRAIN**

305-307-309 Chamber of Commerce

BALTIMORE, MD.

Liberal advancements on all shipments. We guarantee best results on consignments.



**Wheat Corn Rye**

**J. A. Manger & Co.**

216-218 Chamber of Commerce  
BALTIMORE MARYLAND

CLOVERS  
TIMOTHY  
MILLETS

**SEEDS**

KAFFIR CORN DRIED PEAS

S. G. COURTEEN,  
MILWAUKEE, WISCONSIN

**THE GALE BROS. CO.**

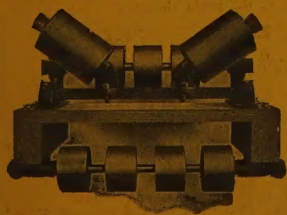
Cincinnati, Ohio

Want Your Business  
**GRAIN — HAY — FEED**  
TRY US.

**DUDLEY M. IRWIN**

**BARLEY**

1117 Chamber of Commerce Building,  
BUFFALO, N. Y.



## Improved Belt Conveyor

for carrying all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory; nothing to get out of order. We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. We are headquarters for supplies.

**H. W. Caldwell & Son Co.** Western Ave. **Chicago**  
17th - 18th St.

New York City, Fulton Bldg., Hudson Terminal, 50 Church St.



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## AMARILLO, TEX.

Early Grain & Hay Co., wholesale grain, hay, seed.

## ATCHISON, KANS.

Corn Belt Grain Co., recvrs. and shippers of grain.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Baltimore Commission Co., grain, commission.  
Blackburn & Co., C. F., gr'n recvrs., exporters.\*  
Bolding & Son, J., dealers in field seeds.\*  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahy & Co., John T., gr'n receivers and expro.\*  
Hammond, Snyder & Co., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.  
Johnston Co., Thos., grain receivers.\*  
Jones & Co., H. C., grain and hay.  
Kirwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Richards, E. F., grain commission.  
Robinson & Jackson, grain receivers.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain, feed shippers.

## BLOOMINGTON, ILL.

Baldwin-Walker-Tankersley Co., brokers, car lots.

## BOSTON, MASS.

Alpine McLean Co., The, hay and grain.  
Buss Co., H. L., hay and grain commission.  
Cressey, Fred L., hay, grain, millfeed coman.  
Eddy, Inc., C. F. & G. W., grain and hay.  
Faithfull, S. E., grain and millfeed.  
Faithfull & Son, T. D., hay and grain brokers.\*  
Phelps Bros., grain, hay, straw.  
Ranlet Co., The D. W., grain and millfeed.  
Ronald, Thos., domestic and export broker.  
Soper & Co., J. E., wheat, corn, oats.

## BOZEMAN, MONT.

Benepe-Berglund Grain Co., Mont. oats and barley.

## BUFFALO, N. Y.

Alder & Stoffer, grain commission.  
Buffalo Cereal Co., grain.\*  
Burns-Yantis Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Gisel & Co., Geo. H., grain, millfeed.  
Globe Elevator Co., grain commission.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.\*  
Pratt & Co., grain commission.  
Ratcliffe, S. M., grain and hay.  
Rubins & Bruno, grain receivers and shippers.\*  
Townsend-Ward Co., grain commission.  
Waters, Henry D., grain commission.  
Wohlers Grain Co., grain, millfeed.

## CAIRO, ILL.

Antrim & Co., H. S., grain and hay.\*  
Cairo Milling Co., buyers of wheat.  
Cunningham, Chas., grain receiver and shipper.  
Halliday Milling Co., H. L., grain.\*  
Redman, Magee & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA

Jackson Grain Co., grain buyers, shippers.  
White Cereal Co., T. G., wheat wanted.

## CHATTANOOGA, TENN

Baird Co., C. R., grain, hay and cow peas.  
Cook & Ballard, brokers.  
Shelton Grain & Feed Co., grain, hay, feed.  
Thomasson, J. T., corn, wheat, oats, cowpeas.

## CHICAGO, ILL.

Anderson & Co., W. P., grain commission.\*  
Armour Grain Co., grain buyers.\*  
Armstrong, B. S., grain commission.  
Bailey & Co., E. W., grain commiss's'n merchants.\*  
Bennett & Co., Thos., receivers, shippers.\*  
Bentley, C. S., grain commission.  
Boget, Malby & Co., commission merchants.\*  
Burns-Yantis Grain Co., receivers, shippers.  
Cooke, M. E., grain commission merchant.  
Crichton & Co., grain commission.\*  
Dickinson Co., The, Albert, seeds.

## CHICAGO—Continued.

Dole & Co., J. H., grain and seeds.\*  
Doyle Bros., hay and grain.  
Elmore, E. W., grain buyer, shipper.  
Ervin & Co., W. C., grain buyers and shippers.\*  
Finney, Sam., commission.\*  
Fraser Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Gershenberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Hooper Grain Co., receivers, shippers.\*  
Hunter, W. W. & O. L., grain and feed.\*  
Lake & Co., W. H., commission receivers.  
Lamson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.  
McKenna & Rodgers, grain and commission.  
Merchants Grain Co., commission merchants.\*  
Merritt & Co., W. H., gr'n, seeds.\*  
Norris & Company, grain merchants.  
Paynter, H. M., grain commission.\*  
Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pope & Eckhardt Co., grain and seeds.  
Pringle, Fitch & Co., W. K., Mitchell, Mgr.\*  
Rang & Son, Henry, barley specialists.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Runsey & Company, grain commission.\*  
Sawyers, A. H., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.  
Slucere & Co., Chas., N. Y. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.\*  
Van Ness, Gardner B., grain commission.  
Wagner, E. W., receiver and shipper.\*  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Winnans, E. B., grain and seeds.\*  
Wright & Co., John F., grain commission.

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Brown & Co., H. W., grain and hay.\*  
Brown & Co., W. L., receivers and shippers.  
Consolidated Grain & Hay Co., grain, hay.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Fenger & Co., August, grain, hay, millfeed.\*  
Gale Bros. Co., grain, hay, feed.  
Interstate Grain Co., receivers and shippers.\*  
Standard Hay & Grain Co., grain and hay.\*  
Union Grain & Hay Co., grain and hay.\*  
Weidner Co., The, Sam W., grain, hay, flour.\*

## CLEVELAND, O.

Abel Bros., hay and grain.  
Bailey, E. L., grain, millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.\*  
Sheets Bros. Eltr. Co., The, grain, hay, straw.  
Star Eltr. Co., receivers grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.\*  
Union Elevator Co., grain, hay, straw.\*  
Williams Grain Co., The, Edward A., recvrs., shprs

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

McAlister & Co., Jas. P., grain and hay.  
McCord & Kelley, grain and hay.\*  
Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*  
Dumont, Roberts & Co., grain.

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Ayres Merc. Co., The, F. C., grain and hay.\*  
Best & Co., J. D., grain and hay.  
Cash Commission Co., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Empire Feed & Fuel Co., hay and grain.  
Harrington-Flumer Merc. Co., grain and hay.  
Hungarian M. & E. Co., hay and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Thompson Merc. Co., W. F., hay and grain.

## DETROIT, MICH.

Dumont, Roberts & Co., receivers, shippers.  
Lapham & Co., J. S., recvrs. & shippers of grain.

## DULUTH, MINN.

Rich, J. S., dealer in grain, flour, millstuffs.  
Turle & Co., grain commission.

## ENID, OKLA.

The Enid Wholesale Grain Co., grain.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEX.

Kolp, E. R. & D. C., grain and seed dealers.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay exporters.  
Wisrodt Grain Co., wholesale grain eltr. facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG, PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HOUSTON, TEX.

Ervine & Co., J. E., grain, hay receivers.  
South Texas Grain Co., wholesale grain dealers.

## INDIANAPOLIS, IND.

Bassett Grain Co., The, grain and commission.\*  
Braddon & Son, J. M., grain merchants.  
Cooper & Oddy, grain and hay commission.  
Ellis Grain Co., grain com'n merchants.  
Finch & McComb, grain commission.  
Jordan & Montgomery, grain and commission.  
Kinney, H. E., receiver and shipper.\*  
Shotwell, C. A., grain, flour, commission.  
Star Elevator Co., grain and hay commission.  
White Bros. Grain Co., grain and commission.

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.  
Southgate & Co., T. S., grain and hay.

## JERSEY CITY, N. J.

Long Dock Mills & Eltr. grain and hay.

## KANSAS CITY, MO.

Bench-Keever Grain Co., grain receivers.  
Davis & Co., A. C., grain commission.  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.  
Goffe & Carkner, recvrs. and shprs of grain.\*  
Hinds & Lint Grain Co., receivers, shippers.\*  
Missouri Grain Co., grain receivers.  
Kemper Grain Co., The, grain.  
Lichtig Grain Co., Henry, receivers, shippers.  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Norris Grain Company, commission, recvrs., shprs.  
Pelson-Lathrop Grain Co., commission merchants.  
Roehen-Carey Grain Co., grain, flour, millfeed.  
Simonds-Shields Grain Co., grain and seeds.  
Smith & Son, J. Sidney, receivers, shippers.  
Steele & Co., H. H., grain and seeds.  
Thresher Fuller Grain Co., grain commission.  
Tomlin Grain Co., J. R., kafir corn.  
Vanderslice-Lynde Co., grain commission.  
Waldron Grain Co., receivers and shippers.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KNOXVILLE, TENN.

East Tenn. Feed Co., recvrs. shprs, hay, grn, feed.  
Prosser, Brown, broker.

## LA FAYETTE, IND.

Heinmiller, F. G., grain shippers.

## LEXINGTON, KY.

Brent, Inc., C. S., grain and seeds.  
Frost, David C., grain, seeds and hay.

## LOUISVILLE, KY.

Bligham-Hewett Grain Co., recrs. & shprs, grain.\*  
Brandels & Son, A., receivers and shippers.\*  
Callahan & Sons, electric eltr., recvrs. of grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Schuff & Co., A. C., grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.

## MEMPHIS, TENN.

Brode & Co., F. W., cottonseed meal.  
Buchanan & Co., R. B., grain, hay, feed.\*  
Clarke, Burkle & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Edgar Grain Co., J. B., receivers and shippers.\*  
Hansenwinkle Co., H. J., grain and hay.\*  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.\*  
Webb & Maurv, grain and hay.\*  
Wyatt, E. W., broker, grain and millfeed.

## MIDDLEPOINT, O.

Pollock, H. G., track buyer, ear corn a specialty.

## MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.  
Bartlett & Son Co., L., grain commission.\*  
Courteen, S. G., field seeds.  
Donohue, P. P., grain, feed, mlg, wheat a spity.  
Fagg & Taylor, grain merchants.  
Hottelet Co., barley, rye and feed.  
Jahns, Jr., Co., H., commission grain, hay, feed.  
Kamm & Co., P. C., barley and rye.\*  
Lull & Co., Chas. R., grain commission.\*

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cargill Elevator Co., field seeds.  
Cooper Commission Co., receivers, shippers.  
Dakota Cereal Co., grain, barley and oat specialists.  
Davies & Co., F. M., grain commission.  
Getchell-Tanton Co., grain commission.  
Ingold, P. M., grain commission merchant.  
McDonald & Wyman, grain commission.  
Minnesota Grain Co., grain commission.\*  
McIntyre-Ferlich Co., grain commission.  
Randall, Gee & Mitchell, grain commission.  
Stair, Christensen & Timmerman, Com'ln Merchants.  
Van Dusen-Harrington Co., commission.\*  
Welch Co., E. L., grain commission.

## MOBILE, ALA.

Bradley & Co., James I., wholesale grain brokers.

## NASHVILLE, TENN.

Hareh & Co., Alex. C., receivers and shippers.  
Hughes Warehouse & Elev. Co., grain.  
Kendrick-Roan Grain & Elev. Co., recvrs., shprs.\*  
McLemore Grain Co., grain.\*  
Miller & Co., grain commission.\*  
Wilkes & Co., J. H., recvrs. and shprs. grn., hay.\*

## NEWARK, N. J.

Smith & Wallace Co., J. C., recvrs., shippers.

## NEW ORLEANS, LA.

Barr, R. J., export grain broker, forwarding agt.  
Leonhardt & Co., A. F., grain and hay.\*

## NEW YORK CITY.

Bradshaw Co., popcorn and cereals.  
Clearman & Stenson, buyers of cash grain.  
Cushing & Brandt, grain and cotton seed oil.\*  
Forbell & Kipp, grain commission.\*

## NEW YORK CITY—Continued.

Hebert, Martin S., broker and comsn. merchant.  
Jones & Morcy Co., grain brokers.\*  
Morris & Co., Chas. B., grain, feed, hay.  
Keusch, Otto, off grade grain, grain broker.\*  
Ramey, Charles C., grain, hay, feed.\*  
Reinhardt & Co., Geo. N., grain and hay.

## NOFOLK, VA.

Powers, L. W., a live broker, grain, hay, feed.

## OKLAHOMA CITY, OKLA.

Clark Grn. Co., H. C., grain commission.  
Kolp, E. R. & D. C., grain and seed dealers.

## OMAHA, NEB.

Bewsher Co., The, grain receivers.  
Cavers Elevator Co., receivers and shippers.  
Chambers, W. H., grain broker.\*  
Conrad, J. H., grain, established 1884.  
Huntley, E. E., grain commission.  
Lyons & Son, Geo. H., receivers and shippers.  
Merriam & Holmquist Co., recvrs. and shippers.  
Nebraska Hay & Grain Co., gen. grain dealers.  
Nebraska-Iowa Grain Co., receivers and shippers.  
Niswonger, C. E., grain broker.  
Roberts Grain Co., grain commission.  
Thompson Grain Co., grain dealers.  
Transmississippi Grain Co., receivers and shippers.  
Uplake Grain Co., grain dealers.  
Weekes Grain & L. S., commission merchants.  
Welsh-Paddock Co., grain merchants.

## PEORIA, ILL.

Bartlett Company, S. C., grain commission.\*  
Miles, P. B., dtes, P. B., grain commission.\*  
Roberts, Moschel & Mosiman, grain commission.\*  
Tyng, Hall & Co., grain commission.\*  
Van Tassel Grain Co., receivers, shippers.\*

## PHILADELPHIA, PA.

Baringer, M. F., grain and mill feed.\*  
Buckley & Co., J. M., receivers and shippers.  
Clevenger, S. J., buyer and commission.  
Delp & Co., Edmund E., grain receivers.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Edenborn, Harry M., grain broker.  
Fraser, C. G., grain broker.  
Killpatrick & Co., John A., grain, hay, straw.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.  
Rosenkrans-Snyder Co., grain and mill feeds.  
Richardson Bros., grain, flour, millfeeds.  
Rogers & Co., E. L., grain, hay.\*  
Stites, A. Judson, grain and millfeed.  
Walton Bros., grain and feed.\*  
Wollman & Co., S. C., receivers and shippers.\*

## PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay, straw.\*

## PITTSBURG, PA.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Herb Bros. & Marthi, grain, hay, feed.  
McCaftreys' Sons Co., Daniel, grain, hay.\*  
McCague, R. S., grain, hay.\*  
Morton Grain & Hay Co., grain, hay, feed.  
Stewart, D. G., & Geldel, grain, hay, feed.\*

## PORTLAND, ME.

Merrill, Edward P., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Bragg, W. G., wholesale broker, grain, hay, feed.  
Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs, oats, rye, hay.

## SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

## SIOUX CITY, IOWA.

Central Grain Co., grain merchants.  
Shepherdson Co., M. T., grain dealers.

## ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Friedrich (Jr.) Co., J. L., grain, seeds, grn, hay.  
Gordon, T. P., grain dealer and broker.\*

## ST. LOUIS, MO.

Byrne & Co., Daniel P., grain, hay, seeds.\*  
Goffe & Oakener Co., grain commission.  
Green Com. Co., W. L., grain.\*  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Orthwein Grain Co., Wm. D., grain.  
Picker & Beardsley, grain and grass seed.\*  
Seale Brothers Grain Co., grain.  
Slack-Fuller Grain Co., grain commission.

## SPRINGFIELD, ILL.

Bainerd, James L., grain buyers and shipper.

## TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.\*

## TOLEDO, O.

Coon Grain Co., The, J. J., grain and seeds.\*  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
McCabe Grain Co., grain and seeds.  
Merrell Co., The, seeds only.  
Morehouse & Co., W. H., grain and seeds.  
National Milling Co., cash buyers wheat.\*  
Paddock-Hodge Co., The, grain, seeds.\*  
Randell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
Wienheiser & Co., John, grain, millfeed.\*  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KANS.

Gall, J. E., strictly commission business.  
Jolley & Blanchard, grain merchants.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

## VERNON, TEX.

Texas Oklahoma Grain Co., grain, seeds, hay.

## WEST CHESTER, PA.

King, Jas. L., shipper grain and feed.\*

## WICHITA, KANS.

Empire Grain Co., grain commission.  
Gantt Grain Co., The C. B., grain, seeds.  
Kolp, E. R. & D. C., grain and seed dealers.  
Norris Grain Company, commission, recvrs., shprs.  
Robb, J. C., milling wheat and consignments.  
Thompson, H. C., alfalfa, meal.  
Western Grain Co., The, wholesale grain, seeds.

## WINNIPEG, CAN.

Norris & Company, grain merchants.

# MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

## WHEAT, BARLEY, FLAX, OATS

For prices and samples, write

**The Van Dusen-Harrington Co.**  
Minneapolis      Duluth      Kansas City

MILWAUKEE      CHICAGO  
**E. A. BROWN & CO.**  
GRAIN COMMISSION  
MINNEAPOLIS, MINN.  
Consignments Solicited. Prompt Returns  
Guaranteed.

**E. L. WELCH COMPANY**  
GRAIN COMMISSION  
MINNEAPOLIS AND DULUTH  
Consignments Solicited

**WE WANT TO SHOW YOU**  
that our sales can't be beat.  
Will you give us a chance?  
**RANDALL, GEE & MITCHELL**  
Minneapolis      Duluth

**Say**  
Let the Grain Dealers Journal  
Want Ads do your work.  
They bring quick returns.

**P. M. INGOLD**  
Grain Commission Merchant  
I give my personal attention  
to all sales and orders.  
Duluth      MINNEAPOLIS      Milwaukee



**KANSAS CITY BOARD OF TRADE MEMBERS**

**Vanderslice-Lynds Company**  
**GRAIN**  
**COMMISSION MERCHANTS**  
 KANSAS CITY, MO.

We can offer you  
 Cane Seed, Kaffir Corn, Low Grade  
 Wheat, Screenings  
 At Attractive Prices  
**H. H. STEELE & CO.**  
 Established 1881 - KANSAS CITY

Kay H. Beach. Robinson's Clipher. M. L. Keever  
**BEACH-KEEVER**  
**GRAIN COMPANY**  
 Try us with consignments of grain.  
 We also handle options.  
 344 Board of Trade, Kansas City, Mo.

**PEIRSON-LATHROP GRAIN CO.**  
 Kansas City  
 Handle  
 Consignments Mill Orders Option Trades  
 Kaffir Corn

**Take This Tip—**  
 We don't know everything about the future price of grain, but we do know that when you sell or consign us we give satisfactory results.  
**MISSOURI GRAIN COMPANY**  
 Board of Trade, Kansas City, Mo.

**If** you want the best possible service consign your grain and send your orders for Futures to

**Moore-Lawless Grain Co.**  
 Conscientious service on Consignments.  
 KANSAS CITY, MISSOURI

**WALDRON GRAIN CO.**  
 Commission Merchants  
 Years of experience enables us to give competent service in the filling of all orders.  
 Board of Trade, Kansas City, Mo.

**ERNST-DAVIS GRAIN CO.**  
 KANSAS CITY, MO.  
 Members: { Kansas City Board of Trade,  
 { Chicago Board of Trade,  
 { St. Louis Merchants' Exchange.

J. SIDNEY SMITH PERRY C. SMITH  
**J. SIDNEY SMITH & SON**  
 KANSAS CITY, MISSOURI

**GRAIN SHIPPERS  
 AND EXPORTERS**

Branch Offices:  
 Wichita, Kans. . . . David Heenan, Mgr.  
 Oklahoma City, Okla., A. R. Reinertson, Mgr.  
 Galveston, Tex.

R. J. THRESHER, Pres. L. A. FULLER, Secy.  
**Thresher Fuller Grain Co.**  
 Grain Commission Merchants  
 Consignments Solicited  
 Grain Bought and Sold for Future Delivery  
 319-311 Board of Trade, KANSAS CITY, MO.

**A.C. DAVIS & CO.**  
 Grain Commission  
 Mill orders a specialty  
 Consignments and Future Orders Solicited  
 KANSAS CITY, U. S. A.

**YOU TAKE NO CHANCES**  
 consigning to the oldest grain firm in Kansas City, Mo.  
**Croysdale Grain Co.**  
 See that your next car goes to them.

**GOFFE & CARKENER**  
 GRAIN COMMISSION  
 KANSAS CITY MO.  
 A Good Firm To Consign To.

**HENRY LICHTIG GRAIN CO.**  
 Be sure you're right! Then go ahead. You are always "right" when you CONSIGN your grain to the  
**HENRY LICHTIG GRAIN CO.**

**Drive**  
 Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

**MOSS GRAIN CO.**  
 Consignments and  
 Future Orders Solicited  
 MEMBERS:  
 KANSAS CITY AND CHICAGO  
 BOARDS OF TRADE

Consign To  
**LOGAN BROS. GRAIN CO.**  
 KANSAS CITY, MO.

Top Prices. Quick Returns Guaranteed. Try Us and See.

Established in the Kansas City  
 Grain Trade for more than  
 a Quarter of a Century

**Wagon Loads Received**

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners.  
 Order Form 380. **Price, \$1.50**

**GRAIN DEALERS JOURNAL**  
 255 La Salle Street, CHICAGO, ILL.

**Record of Cars Shipped**

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. **PRICE, \$1.50.**

**GRAIN DEALERS JOURNAL**  
 255 La Salle Street, CHICAGO, ILL.



## BUFFALO CORN EXCHANGE MEMBERS

W. W. Alder

T. J. Stofer

### ALDER & STOFER

#### Commission Merchants

We do not buy any grain, but handle on commission and solicit your Buffalo consignments

833 Chamber of Commerce

BUFFALO

NEW YORK

### Henry D. Waters

#### GRAIN COMMISSION MERCHANT CONSIGNMENTS SOLICITED

635 Chamber of Commerce, BUFFALO, N. Y.

### CONSIGN

YOUR GRAIN TO  
The Churchill Grain & Seed Company  
BUFFALO, N. Y.

633 Chamber of Commerce BUFFALO, N. Y. 1535 Williamson Bldg. CLEVELAND, O.

### THE TOWNSEND-WARD CO. GRAIN COMMISSION

Consignments Solicited for Both Markets.  
Personal Attention Given All Shipments

### RUBINS & BRUSO

Grain and Commission Merchants  
218 and 222 Chamber of Commerce, BUFFALO, N. Y.

WALTER VOSS, Manager

Member of all the principal Exchanges  
Consignments Solicited

New York Office 305 Produce Exchange

### BUFFALO CEREAL CO.

Buyers of

White Corn, Yellow Corn  
and White Oats.

BUFFALO, N. Y.

### REMEMBER

When making consignments  
to Buffalo, that I do a  
STRICTLY COMMISSION BUSINESS  
W. G. HEATHFIELD  
Member of Corn Exchange BUFFALO, N. Y.

### PRATT & CO.

Grain Commission Merchants  
Correspondence Solicited  
76 and 77 Board of Trade  
BUFFALO, N. Y.

### The Electric Grain Elevator Co.

Receivers and Shippers of

#### GRAIN, MILL FEEDS and HAY

Correspondence and Consignments Solicited  
321 Chamber of Commerce, BUFFALO, N. Y.

### GEO. H. GISEL & CO.

BROKERS, RECEIVERS and SHIPPERS  
GRAIN and FEED STUFFS

Consignments Solicited.  
Give us a trial on your next shipment to this market  
Members of Corn Exchange of Buffalo.  
National Association of Feed Dealers  
717 CHAMBER OF COMMERCE, BUFFALO, N. Y.

### Wohlers Grain Co.

GRAIN and MILLFEED  
CONSIGNMENTS SOLICITED

BUFFALO : : NEW YORK

### Clark's Car Load

Grain Tables for reducing pounds  
to bushels.

Seventh edition revised and enlarged

- 7—32 lb. tables, 20,000 to 97,000 lbs.
- 5—34 lb. tables, 20,000 to 74,000 lbs.
- 7—48 lb. tables, 20,000 to 97,000 lbs.
- 9—56 lb. tables, 20,000 to 118,000 lbs.
- 9—60 lb. tables, 20,000 to 118,000 lbs.

Printed on linen ledger paper, bound in  
leather, with marginal index.

Price, \$2.50

GRAIN DEALERS JOURNAL  
CHICAGO, ILL.

## BURNS-YANTIS GRAIN COMPANY

BUFFALO, N. Y.—CHICAGO, ILL.

Succeeding

BURNS GRAIN CO. and S. W. YANTIS

RECEIVERS AND SHIPPERS OF

### GRAIN AND GRAIN PRODUCTS

Operating Steel Elevator at Hammond, Ind. Storage Capacity 500,000 Bushels,  
Handling Capacity 75 cars daily.

## PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS

### S. J. CLEVINGER

Buyer and Commission

#### Grain, Feed, Hay, Straw

458 Bourse Building

Correspondence Solicited. PHILADELPHIA, PA.

### EDMUND E. DELP & CO.

#### GRAIN AND HAY

453 BOURSE

PHILADELPHIA

Established 1863

### E. L. ROGERS & CO. COMMISSION MERCHANTS

Grain, Hay, etc. Consignments a Specialty.

358 Bourse Building

PHILADELPHIA, PA.

### L. F. MILLER & SONS

Receivers and Shippers of

#### GRAIN, FEED, SEEDS, HAY, ETC.

CONSIGNMENTS SOLICITED

Office 2931 N. Broad St., PHILADELPHIA, PA.

### S. C. WOOLMAN & CO.

Receivers and Shippers

#### Grain, Hay, Mill Feed

Send for our Market Letter

PHILADELPHIA, - PA.



CORN and oats in split cars find a  
ready market here.

M. F. BARINGER The BOURSE 502-3-4 PHILADELPHIA



## CHICAGO BOARD OF TRADE MEMBERS

PHILIP H. SCHIFFLIN President  
EUGENE SCHIFFLIN Sec'y and Treas.

**Philip H. Schiffin & Co.**  
[INCORPORATED]

**Commission Merchants**  
GRAIN, SEEDS and PROVISIONS

515-518 Postal Telegraph Bldg.  
Tel. Harrison 833. CHICAGO, ILL.

**W. H. LAKE & CO.**  
**Commission Merchants**

**GRAIN AND PROVISIONS**

50 BOARD OF TRADE CHICAGO  
206 Chamber of Commerce, St. Louis

**MEMBERS**

Chicago Board of Trade  
New York Produce Exchange  
St. Louis Merchants Exchange  
Baltimore Chamber of Commerce  
Minneapolis Chamber of Commerce

GEO. S. DOLE, Pres. H. N. SAGER, Sec.

**J. H. DOLE & CO.**

(ESTABLISHED 1852)

**COMMISSION MERCHANTS**  
**GRAIN AND SEEDS**

We solicit your  
**CONSIGNMENTS**  
and orders in futures.

226 La Salle St., CHICAGO

MINNEAPOLIS MILWAUKEE

**W. A. FRASER CO.**

Consignments and  
Future Delivery Orders Solicited  
714-715 Royal Ins. Bldg. CHICAGO

**FREEMAN BROS. & CO.**

COMMISSION  
MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

Orders for the purchase and sale of grain  
for future delivery executed

LAVERNE A. LEWELLYN PRESIDENT

**MERCHANTS GRAIN CO.**

TEL. HARRISON 6074

COMMISSION MERCHANTS CHICAGO

74 BOARD OF TRADE

BUFFALO ALBANY BOSTON

**E. W. ELMORE**

Grain Receiver and Shipper  
Operating the Interior Elevator at South  
Bend, Ind.

323-5 Postal Telegraph Building, CHICAGO

**REQUA BROTHERS**  
CHICAGO

Stands for Prompt Returns, undi-  
vided attention to selling Consign-  
ments. Give us a Trial.

FRANK E. GULICK,  
Manager Rec. Dept.

**Lamson Bros. & Co.**

ESTABLISHED 1874

**Commission Merchants**

**Grain Consignments**  
**Solicited**

Also future delivery orders on all ex-  
changes.

Grain — Provisions — Stocks — Cotton

6 Board of Trade CHICAGO

FINLEY BARRELL FREDERICK R. BAZCOCK

**FINLEY BARRELL & CO.**

**GRAIN**  
**PROVISIONS**  
**STOCKS**

Monadnock Block CHICAGO

It's as much our business to  
**GIVE SATISFACTION**

as secure grain shipments. Try us.  
**CRIGHTON & CO.**  
Royal Insurance Bldg., Chicago

Members Chicago Board of Trade

**John F. Wright & Co.**

Commission Merchants  
2 Sherman St., Chicago

Long Distance Phone Harrison 632  
Accurate, prompt and intelligent execution  
on everything intrusted to our care.

**"B. S."** Alone doesn't mean  
much, but

**B. S. Armstrong**

means the commission merchant  
in the Postal Building, Chicago,  
who gives his entire attention  
to his customers. He looks after  
his customers and lets the office  
boy take care of the details.  
You'll be trying him soon.

**T. E. WELLS & CO.**

*Commission*

*Grain—Seeds—Barley*

Send orders. Ship your grain to strong  
reliable people—any Chicago Banks for  
reference. W. M. Timberlake with  
twenty years' experience in the sample  
markets will see that you get good  
service.

1011-1017 Royal Insurance Bldg., Chicago

**W. H. PERRINE & CO.**  
**COMMISSION**  
**MERCHANTS**

Consignments a Specialty

338 Postal Telegraph Bldg., Chicago, Ill.

**Your Opportunity**

is here. Now is the time to  
let the elevator man know  
you want his business.  
Advertise in the

**Grain Dealers Journal**

Orders Executed  
FOR  
**GRAIN and PROVISIONS**  
ON THE  
**Chicago Board of Trade**  
BY  
**HATELY BROS.**

70 BOARD OF TRADE  
186 EXCHANGE BLDG.  
U. S. YARDS

Established 1879

**C. H. THAYER & CO.**

YOUR CONSIGNMENTS AND FUTURE ORDERS SOLICITED  
Our untarnished record for over a quarter of a  
century, with conservative business methods  
and staying qualities, backed up with over  
\$100,000.00 capital certainly speaks for itself.

2 and 4 Sherman Street CHICAGO

**W. H. MERRITT & CO.**  
**Grain Buyers and Shippers**

CORRESPONDENCE SOLICITED

87 Board of Trade, Chicago, Ill.



# CHICAGO BOARD OF TRADE MEMBERS

A. L. SOMERS  
President

C. W. BUCKLEY  
Sec. and Treas.

**Somers, Jones & Co.**

(Incorporated)

**COMMISSION MERCHANTS**

**Grain and Field Seeds**

Consign your grain and seeds to us for close personal attention and best possible results. Orders for future delivery receive careful attention.

Send for our Market Letters.

**82 Board of Trade, CHICAGO**  
Long Distance Telephone Harrison 3564

**ROSENBAUM BROTHERS**

**COMMISSION MERCHANTS**

77 Board of Trade  
**CHICAGO**

Consignments our Specialty  
Orders for Future Delivery Carefully Executed  
We Solicit Your Correspondence

**Bogert, Maltby & Co.**  
**COMMISSION MERCHANTS**

Correspondence and Consignments  
Solicited.

Orders for future delivery  
carefully executed.

**SCREENINGS AND MILL STUFF**

**306-308 Postal Telegraph Bldg.  
CHICAGO**

**RUMSEY & COMPANY**  
RECEIVERS OF  
RESPONSIBILITY &  
**CHICAGO**  
CONSIGNMENTS  
CONSERVATISM



The Regular Commission—a Fair one  
We Get That

**F. E. WINANS & CO.**  
Grain Commission **CHICAGO**

Earnest experienced effort, painstaking  
attention to detail, courteous personal service  
You Get That

**Always at Your Service**  
**J. C. SHAFFER & CO.**  
Grain Commission Merchants

**240 LA SALLE STREET,**

**CHICAGO, ILL.**

**POPE & ECKHARDT CO.**  
Commission Merchants—Grain and Seeds  
317-321 Western Union Building, CHICAGO

J. K. HOOPER, President    ERVIN A. RICE, Vice-Pres.    E. G. BROWN, Secy-Treas.

**HOOPER GRAIN CO.**  
**OAT SHIPPERS**

Postal Telegraph Bldg., Chicago  
Operate Atlantic Elevator and Grand Trunk  
Western Elevators, Chicago

**ARMOUR GRAIN COMPANY**  
**CONSIGNMENTS SOLICITED**

We are Fully Equipped in Every Way to Give Best Service in Chicago

**205 LA SALLE ST.**

**CHICAGO**



W. P. ANDERSON, Pres.    W. L. GREGSON, Secy.

**W. P. ANDERSON & COMPANY**  
Consignments Solicited  
**GRAIN AND PROVISIONS**

**12 Sherman Street CHICAGO, ILL.**

**PRINGLE, FITCH & CO.**

Solicit your cash consignments  
and future orders.

**ROOM 1, BOARD OF TRADE**  
W. K. MITCHELL, Manager Cash Grain Dept.





**CHICAGO BOARD OF TRADE MEMBERS**C. W. Rogers, Pres.  
H. J. Hurburt, Treas.J. C. Rogers, Vice-Pres.  
S. B. Cochran, Secy.**ROGERS GRAIN COMPANY**  
Buyers and Shippers of GrainReferences: Corn Exchange Natl. Bank  
First National BankMain Office: 706, 701 & 718 Royal Insurance Building  
CHICAGO

H. W. ROGERS

J. C. ROGERS

**H. W. ROGERS & BRO.**GRAIN, SEED AND PROVISIONS  
COMMISSION MERCHANTS

700-701 Royal Insurance Bldg., CHICAGO

**H. M. Paynter****GRAIN and FIELD SEEDS**

700-701 ROYAL INSURANCE BLDG., CHICAGO

All business transacted through H. W. Rogers  
& Bro. Correspondence solicited.**BALTIMORE CHAMBER OF COMMERCE MEMBERS****CHAS. ENGLAND & CO.**

Commission Merchants

**GRAIN :: HAY :: SEEDS**

308-310 Chamber of Commerce, BALTIMORE

Established 1882

**G. A. HAX & CO.**

COMMISSION

Grain, Hay and Seeds

445 North Street, BALTIMORE, MD.

**HAMMOND, SNYDER & CO.****GRAIN**

Receivers and Exporters. Consignments Solicited

312-314 Chamber of Commerce  
BALTIMORE, MD.**Thos. Johnston Co.**  
**GRAIN**Receivers and Shippers. Consignments Solicited.  
204 Marine Bank Bldg., BALTIMORE, MD.For highest market prices and quick  
returns consign your grain to**E. F. RICHARDS & CO.**

Chamber of Commerce, Baltimore, Md.

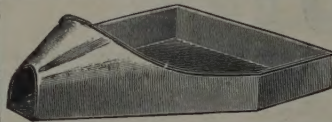
Off grade grain a specialty.

**JOHN T. FAHEY & CO.**  
**GRAIN RECEIVERS AND EXPORTERS**

We are in the market every day.

Correspondence Solicited.

BALTIMORE, MARYLAND

Louis Muller, Pres., John M. Dennis, Vice-Pres.  
Ferdinand A. Meyer, Treas.  
Thos. C. Craft, Jr., Asst. Treas.**LOUIS MÜLLER CO.**Grain Receivers and Exporters  
BALTIMORE, MD.**GRAIN SAMPLE PAN** For Examining Samples of  
Grain and Seeds

Made of Aluminum, strong, light and well made

Will not Rust or Tarnish

Grain Size, 2½x12x18½" \$1.50

Seed Size, 1½x9x11" \$1.25

GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO

**CAIRO BOARD OF TRADE MEMBERS****H. S. ANTRIM & CO.**

SUCCESSORS TO

**C. M. HOWE & BRO.****GRAIN and HAY**

1101 Com'l Ave., Cairo, Ill.

Correspondence and Consignments Solicited.  
Members of Grain Dealers National Association.)  
(Members of Cairo Board of Trade.)**REDMAN, MAGEE & CO.****GRAIN**

Delta Elevator

CAIRO, ILL.

**H. L. Halliday Milling Co.****WHEAT, CORN AND OATS**

CAIRO, ILL.

Elevator Capacity 600,000 Bushels

**NEW YORK PRODUCE EXCHANGE MEMBERS****FORBELL & KIPP**

COMMISSION MERCHANTS

**GRAIN, MILL FEED, HAY****OATS A SPECIALTY**

Consignments Solicited

342 Produce Exchange, NEW YORK CITY

**CUSHING & BRANDT**

COMMISSION MERCHANTS

**Grain and Cotton Seed Oil**

Liberal Advances on Consignments

**C. I. F. GRAIN BROKERS**

424 Produce Exchange, NEW YORK

MEMBERS—New York Produce Exchange  
Chicago Board of Trade  
Minneapolis Chamber of Commerce  
St. Louis Merchants Exchange  
Grain Dealers National Ass'n.

Chas. B. Morris Established 1870 Chas. J. Leward

**CHAS. B. MORRIS & CO.****GRAIN, FEED, HAY AND STRAW**

Foot 131st Street, HUDSON RIVER, N. Y.

Storage capacity, 125 Cars. Liberal advances  
made on all consignments. Members N. Y. Pro-  
duce Exchange and National Hay Association.**Buyers of Cash Grain**

Also Solicit Consignments

**CLEARMAN & STENSON**

226 Produce Exchange

NEW YORK

L. A. Morey, Pres. H. B. Smith, Treas.  
A. F. Therrien, Sec'y**JONES & MOREY CO.**Commission Merchants  
Grain BrokersNEW YORK  
Produce ExchangeCHICAGO  
Board of Trade**MILWAUKEE BAGS**are made just a little stronger and better than seems necessary. At  
the same time, the quality of our plate and presswork prints up your  
brand in a way that will help sell your goods.  
But you don't have to take our word for it—write for samples and  
prices.

MILWAUKEE BAG CO., Milwaukee, Wis.



## ST. LOUIS MERCHANTS EXCHANGE MEMBERS

### NANSON COMMISSION CO.

**GRAIN, HAY and SEEDS**

202 Chamber of Commerce, ST. LOUIS, MO.

### MARSHALL HALL, Pres. J. B. BETHUNE, Sec.-Treas. W. L. GREEN COMMISSION CO. GRAIN

Members Merchants Exchange of St. Louis.  
Chicago Board of Trade.

203 Merchants Exchange, ST. LOUIS, MO.

### Wm. D. Orthwein Grain Co. ST. LOUIS, MO.

If you want the best service on consignments to St. Louis ship to us.

### Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

John Mullally, Pres. Martin J. Mullally, V-Pres.  
Vincent M. Jones, Secy. and Treas.

### JOHN MULLALLY COMMISSION CO. GRAIN, HAY and SEEDS

Consignments and Correspondence Solicited.  
Your shipments will have our best attention.  
Chamber of Commerce, ST. LOUIS, MO.

### DANIEL P. BYRNE & COMPANY

GENERAL COMMISSION MERCHANTS

Successors to Redmond Cleary Com. Co.  
Established 1854. Incorporated 1857.

**Grain, Hay, Millfeed and Seeds**

Chamber of Commerce ST. LOUIS, MO.

B. L. SLACK, Pres. J. M. FULLER, Sec'y.

### SLACK-FULLER GRAIN COMPANY

Successors in business to  
WAGGONER GRAIN COMPANY  
Receivers and Shippers. Future Orders Executed.

208 Chamber of Commerce, St. Louis, Mo.

W. C. GOFFE, G. S. CARKENER, G. C. MARTIN, JR.

### GOFFE & CARKENER CO.

(Not Incorporated)

514-15 CHAMBER OF COMMERCE  
ST. LOUIS

### THE CONSIGNMENT HOUSE THAT GETS RESULTS

Members Merchants Exchange, St. Louis  
Kansas City Board of Trade  
Chicago Board of Trade

### J. H. TEASDALE COMMISSION CO. ST. LOUIS, MO.

Nothing Succeeds Like Success. That's why  
we have been in business since  
1848

We wouldn't be here if our country shippers  
were not satisfied.

### Prompt Returns

are what you want. You want to know how the grain grades, how the weights turn out. Ship to St. Louis and you will be pleased with the way we handle your stuff and the dispatch with which we make returns.

**PICKER & BEARDSLEY**  
ST. LOUIS, MO.

## OMAHA BOARD OF TRADE MEMBERS

### WEEKES GRAIN & LIVE STOCK CO.

(Inc.)

General Commission Merchants

**CONSIGNMENTS SOLICITED**

**MILLING WHEAT A SPECIALTY**

Track bids made. Correspondence Solicited  
OMAHA, NEB.

### E. E. HUNTLEY Grain Commission Merchant

CONSIGNMENTS AND  
CORRESPONDENCE SOLICITED

Brandeis Building Omaha, Neb

### The Updike Grain Company OMAHA, NEB.

All Kinds of Grain for Sale

Originating all grain at 100  
country elevators in Nebraska  
ASK FOR PRICES

### CAVERS ELEVATOR COMPANY OMAHA, NEB.

**GRAIN BOUGHT and SOLD  
CONSIGNMENTS SOLICITED**

Write or phone us for prices on WHEAT, OATS,  
CORN, BARLEY, RYE or MILL-FEED.

### SHIPPERS ATTENTION!

We want your business and we are going to work hard to get it. If hard work and first-class service count for anything, we know we will get it. Give us a trial shipment.

**ROBERTS GRAIN CO.**  
728-730 Brandeis Bldg., OMAHA, NEBR.

### Welsh-Paddock Co. GRAIN MERCHANTS

Correspondence and Consignments Solicited  
846 Brandeis Bldg., OMAHA, NEB.

## PITTSBURGH GRAIN AND FLOUR EXCHANGE MEMBERS

### KEEP POSTED

Write us and we will let you know what is doing in the grain line. It pays.

**HERB BROS. & MARTIN**  
PITTSBURGH, PA.

### Robinson's Cipher Code

(REVISED)

Bound in leather, gilt edges, \$2.00

Your name in gilt letters on front cover

25 cents extra.

**GRAIN DEALERS JOURNAL**

255 La Salle Street CHICAGO

### WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

CHECK your reductions of pounds to bushels by using

**Clark's  
Carload  
Grain  
Tables**

New edition revised and enlarged.  
Price, \$2.50.

**GRAIN DEALERS JOURNAL**  
Chicago, Illinois

### MORTON GRAIN & HAY COMPANY

Proprietors of Pittsburgh Elevator

Dealers in  
Grain, Hay, Flour  
and Feed.

10th Street and Penn  
Avenue,  
Pittsburgh, Pa.





## TOLEDO PRODUCE EXCHANGE MEMBERS

Established 1877  
**W. A. RUNDALL & CO.**  
 GRAIN AND SEED MERCHANTS  
 We buy delivered Toledo or f. o. b. your station. Personal attention to consignments and trades in "futures."  
 TOLEDO, OHIO

**National Milling Co.**  
 TOLEDO, OHIO  
 DAILY FLOUR CAPACITY 4,000 BBLs.  
 ELEVATOR CAPACITY 1,500,000 BU.  
 Always in the market for milling wheat; ask for our daily bids.

**C. A. KING & CO.**  
 Toledo leads the world on Clover Seed—It is one of our leaders—Favor us with your future orders and consignments. Read our Specials.

FRED O. PADDOCK, Pres. JESSE W. YOUNG, Vice Pres.  
 ORMOND H. PADDOCK, Secy. and Treas.  
**THE PADDOCK-HODGE CO.**  
 GRAIN  
 Toledo, - - - Ohio  
 Write, wire or phone us when you want to trade.

**JOHN WICKENHISER & CO.**  
 Buyers and Shippers of GRAIN  
 We buy F. O. B. your station for direct shipment to interior points.  
 Personal attention to consignments.  
 Toledo, Ohio

**W. H. MOREHOUSE & CO.**  
 GRAIN AND SEED COMMISSION MERCHANTS  
 Clover, Alsike, Timothy, Hungarian, Redtop, Blue Grass, Seed Corn, Etc.  
 321 to 329 Erie St., Toledo, Ohio

W. W. Cummings, Pres. C. O. Wessendorf, Sec'y & Treas.  
**THE J. J. COON GRAIN CO.**  
  
 Grain, Seeds and Feed  
 Cash or Futures. Consignments Solicited  
 61 Produce Exchange TOLEDO, OHIO

**The Toledo Salvage Co.**  
 Buyers of  
 OFF GRADES and  
 SALVAGE GRAIN  
 Toledo, - - - Ohio

### Storing Wheat

sometimes pays. The elevators here charge  $\frac{1}{4}$ c per bushel for every 10 days, first 10 days free. We pay drafts against wheat so held and charge interest at the rate of 6% per annum.

**J. F. Zahm & Co.**

FRED MAYER FRED JAEGER  
 Toledo, Ohio

Clover Seed demand will be over in two months. Consign yours to  
**SOUTHWORTH & CO.**  
 while the demand is good. Good results and quick returns.

## NEW ORLEANS BOARD OF TRADE MEMBERS

### ROBINSON'S Telegraphic Cipher Code (Revised)

Is more extensively used by  
 Grain and Provision Dealers

than all other codes combined. It is compact, small and can be easily carried in the pocket. Get the latest edition; by using it your messages will be understood, you will save time and expense.

Price, leather, gilt edges, \$2.00.

Your name in gilt letters on front cover, 25c extra.

**GRAIN DEALERS JOURNAL**

255 La Salle St. CHICAGO, ILL.

### STEINHARDT & CO.

GRAIN BUYERS AND EXPORTERS

We have a fully equipped department for handling consignments of grain.  
 NEW ORLEANS, LA.

### A. F. LEONHARDT & CO.

GRAIN AND HAY  
 NEW ORLEANS, LA.

### NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for itself:

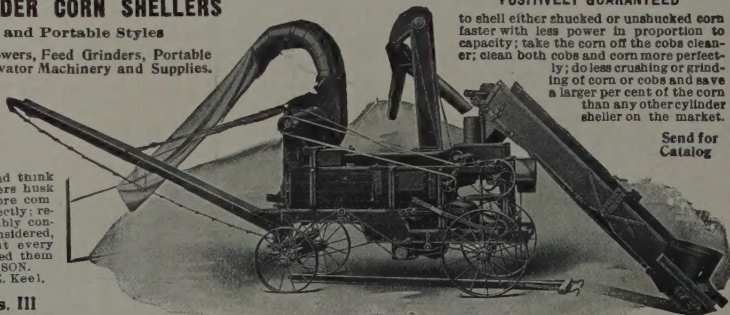
Marseilles Mfg. Co., Marseilles, Ill. Gainesville, Texas; May 12, 1908.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,  
 By J. Z. Keel,

**MARSEILLES MFG. CO. Marseilles, Ill.**

Branch Houses and General Agencies at Principal Distributing Cities.



#### POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for  
 Catalog



## RECEIVERS, SHIPPERS AND BROKERS.

MILWAUKEE, WIS.

### Grain Dealers

It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

**L. BARTLETT & SON CO.**  
Milwaukee Chamber of Commerce

PEORIA, ILL.

### VAN TASSEL GRAIN CO.

GRAIN  
MERCHANTS

PEORIA - - ILLINOIS

CLEVELAND, OHIO

### THE UNION ELEVATOR CO.

Buyers and Shippers of

**Corn, Oats, Wheat, Hay & Straw**  
CLEVELAND, OHIO

We are in the market at all times for "off grades" of grain

BUFFALO, N. Y.

### Globe Elevator Company

We are located on the Michigan Central, Grand Trunk, and Wabash Railroads. If you can ship your grain to arrive at Buffalo via these lines, we believe it would be to your interest to do business with us. We will bid you delivered Buffalo or handle on consignment. We have a large eastern trade and do a large local business at Buffalo.

Our facilities enable us to handle grain arriving out of condition to the best advantage market will afford.

**203-16 Chamber of Commerce**  
**BUFFALO, N. Y.**

### Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

INDIANAPOLIS, IND.

56e

### Bassett Grain Co.

INDIANAPOLIS

Telephone 80 Board of Trade

### Jordan & Montgomery

620 Board of Trade Bldg., Indianapolis

GRAIN AND COMMISSION

TRY US

PORTLAND, ME.

### EDWARD P. MERRILL

GRAIN BROKER

PORTLAND, MAINE

Connection wanted with a good roller oats mill

SAGINAW, MICH.

### THE HENRY W. CARR COMPANY

SAGINAW, MICH.

General Selling Agents, Commission Merchants  
Receivers corn, wheat and all kinds of feeds.  
Shippers oats, rye, buckwheat, barley, hay, straw,  
potatoes, etc.  
Correspondence and consignments solicited.

CRAWFORDSVILLE, IND.

### GRABBS REYNOLDS TAYLOR CO.

GRAIN AND CLOVER SEED

CRAWFORDSVILLE . INDIANA

GREENVILLE, OHIO

### E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the  
Grain Dealers National in Ohio, Indiana and  
Illinois. We want strictly sound winter wheat,  
yellow shelled corn and re-cleaned white oats.

NASHVILLE, TENN.

Established 1876

### MILLER & COMPANY

HAY, GRAIN AND COMMISSION

Nashville, Tenn.

CONSIGNMENTS SOLICITED

### Kendrick-Roan Grain & Eltr. Co.

Incorporated

GENERAL GRAIN MERCHANTS

Receivers-Shippers

Correspondence and Consignments Solicited.

NASHVILLE, TENN.

JACKSONVILLE, FLA.

### BROWDER & HAYM

Brokers and Manufacturers Agents  
Grain and Grain Products

Savannah, Ga. and Jacksonville, Fla.

### QUOTATIONS WANTED

on No. 2 Corn.

T. S. Southgate &amp; Company

General Grain Merchants

Jacksonville, Fla.

KENTLAND, IND.

### Try

Our Special Brand of White Oats  
McCray, Morrison & Co.

GRAIN SHIPPERS Kentland, Ind

BOSTON, MASS.

### THE D. W. RANLET CO.

708 Chamber of Commerce, BOSTON, MASS.

We are always in the market for sample lots  
of wheat, barley, etc., and all kinds of grain  
and feed. We are looking for salvage and  
damaged lots of wheat. Send samples.

HARRISBURG, PA.

### HARRISBURG FEED & GRAIN COMPANY

ORGANIZED 1901

JAMES W. BARKER, Manager

HARRISBURG, PENNSYLVANIA

— GRAIN—FEED—HAY—STRAW —

Car Lots Only

Our manager has been buying grain in Pennsylvania since 1885

## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$1.75. Address,

GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago, Ill.

### Elevators Wanted

To get in direct communication with  
would-be buyers of grain elevators reply to  
ads in the "Elevators Wanted" columns of  
the GRAIN DEALERS JOURNAL.



## POWER CAR LOADERS FOR ELEVATORS

### The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.  
**THE IDEAL CAR LOADER CO., Allenville, Ill.**

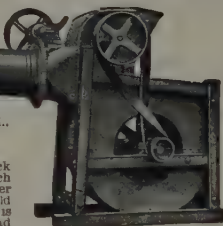
The ONLY Car Loader  
That Will Not  
Damage the Grain.

### COMBINED Grain Cleaner and Pneumatic CAR LOADER

North Manchester, Ind.,  
August 15, 1907.  
Mattoon Grain Conveyor,  
Mattoon, Ill.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,  
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.



The ONLY Machine  
that Will Clean and Load  
at the Same Time.

For Descriptive Circular  
and Prices — Address:

**Mattoon Grain  
Conveyor Co.  
MATTOON, ILL.**

### YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

MAROA MFG. CO. Maroa, Ill.

Gentlemen:—Enclosed please find draft to balance account. The loader is doing good work and I am well pleased with it.

IVESDALE, ILL., AUG. 13, 1908.

MAROA MFG. CO.

Dear Sirs:—Herewith find check to pay for loader. It is doing splendid work.

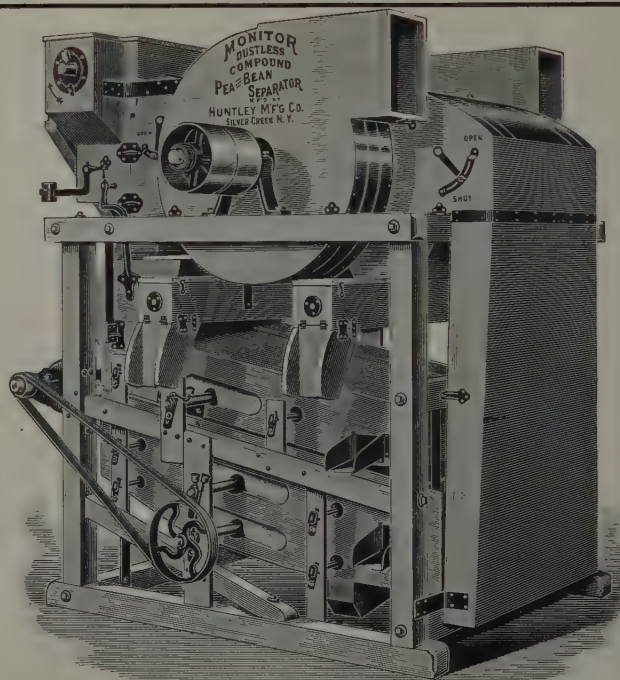
Yours, etc., THE IVESDALE GRAIN CO.

IVESDALE, ILL., AUG. 13, 1908.

In June, 1901 we sold Mr. Camp a No. 12 Boss Car Loader for his Ivesdale house and in August, 1902 he purchased one for his elevator in Bement. In May 1903 we sold one to Mr. W. W. Porterfield in Ivesdale and on the second day of last July we received a letter from the Ivesdale Grain Co. saying they intended to buy a loader so we had better send a man to see them. We did so that day and the next day we shipped them a No. 14. Of course Mr. Camp's old loader was still in successful operation otherwise his competitors would not have wanted a loader of that kind, but when he saw the new one they got he proposed a trade which we made. We make them in five sizes all of which we carry in stock for prompt shipment and send them with the understanding that if you are not satisfied with them in every respect you may return them at our expense.

**Maroa Mfg. Co.,**

**Maroa, Ill.**



### The Monitor Pea and Bean Separator

is a combined polisher, cleaner and grader—is used by the largest pea and bean dealers in the United States, gives results no other machine can accomplish, and is so endorsed by many prominent users.

### As a Grain Cleaner

This machine can be depended on for perfect results in elevator service.

SEND FOR CIRCULAR.

**HUNTLEY MANUFACTURING COMPANY**

CHICAGO, ILL. .... F. M. Smith, 302 Traders Building  
KANSAS CITY, MO. .... H. C. Draver, 10 Board of Trade  
ST. LOUIS, MO. .... S. J. McTiernan, Terminal Hotel

Our  
Agents

MINNEAPOLIS, MINN. .... A. F. Shuler, 316 4th Avenue, South  
JACKSON, MICH. .... A. H. Smith, 206 Lansing Avenue  
AKRON, OHIO. .... A. S. Garman

**SILVER CREEK, N. Y.**



## AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the  
**Railroads and Grain Terminals**

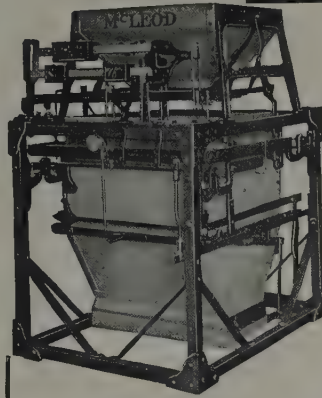


"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by Avery Automatic Scale. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

**Avery Scale Co.**  
North Milwaukee Wisconsin

### BRANCHES

New York	Boston, Mass.	Indianapolis, Ind.
Chicago	Chambersburg, Pa.	Kansas City, Mo.
St. Louis	Des Moines, Ia.	Minneapolis, Minn.



## The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

**J. D. EARHART & SON**  
DEALERS IN  
**GRAIN AND COAL**

PARTRIDGE, KANSAS NOV 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights, I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale, I can recommend it to any one who wants something good.

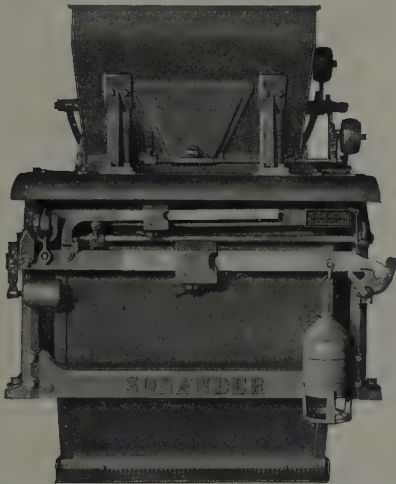
Yours truly,

J. D. EARHART & SON.

**WRITE FOR CATALOG**

**McLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.**

## AN AUTOMATIC SCALE NOT AN AUTOMATIC PUZZLE



**Sonander Automatic Hopper Scale**

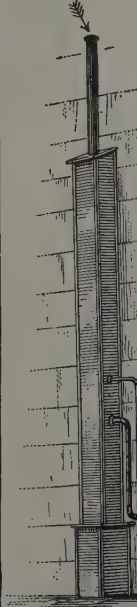
is just as simple and practical as it looks. It is about 95 per cent Scale of high-class construction and 5 per cent Automatic Parts which have nothing to do with the weighing. That's why the SONANDER is meeting with such remarkable success. Requires less space than any other.

**THE WINTERS-COLEMAN SCALE CO.**  
SPRINGFIELD, OHIO

## Grain Purifier and Bleacher

This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

PURIFIER STACK



IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

**U. S. GRAIN  
PURIFIER CO.**  
EARL PARK,  
INDIANA



## Car Movers

For \$3.75

Your Choice of

Easy

Atlas

Samson

Special

Sheldon

Champion

Manufacturer  
Price

\$5.00

Each is claimed to be the best.  
Order the one you want.

Elevator Machinery, Supplies,  
Engines, Scales, etc.

at lowest prices. Prompt shipments.

**American Supply Co.**

1110 Farnam St., Omaha, Neb.

## Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

**GRAIN DEALERS COMPANY**  
255 LA SALLE ST. CHICAGO, ILL.

## Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

## The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

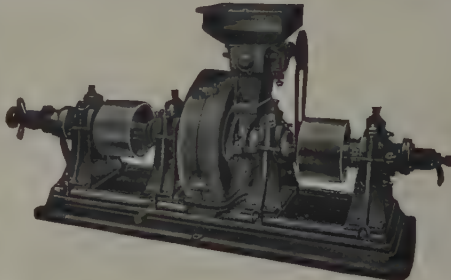
## Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

### Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

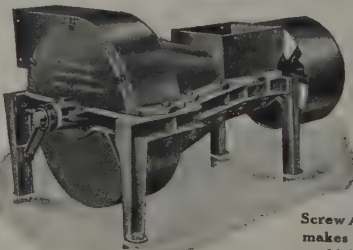
**SPROUT, WALDRON & CO**  
P. O. 260, MUNCY, PA.



Others may WISH you a happy and prosperous NEW YEAR but we have the machinery to make it so, and only ask you for a trial order to prove it.

Our  
**B. S. C.  
Chain  
Feeder**

and  
**Con-  
veyor,**  
our



Pat.  
Oct.  
17  
1905

Screw Adjustment  
makes it all that  
could be desired.

**U. S. Warehouse Corn Sheller, Little Giant Corn and Oats Cleaner** and full equipment for Grain Elevators are listed in Catalog No. 2.

We hope you will write us for a copy, or send list of machinery, long or short, for our special prices before buying.

**SATISFACTION GUARANTEED.**

**B. S. CONSTANT CO.,** Bloomington, Ill.

## RUBBER BELTING

Used by the leading elevator builders and contractors in filling their contracts is usually

## "Hamilton Made"

If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

**SAMPLES AND PRICES  
UPON REQUEST**

## Hamilton Rubber Mfg. Co.

**ELMER E. BAST, Mgr.**

**161 E. Lake St.**

**CHICAGO**

Telephone Main 2296



## GRAIN ELEVATOR BUILDERS

### REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

**R. M. VAN NESS, Fairbury, Neb.**

### T. E. IBBERSON

Designer and Builder of

**GRAIN ELEVATORS**

310 Corn Exchange, Minneapolis

### RELiance CONSTRUCTION COMPANY

ENGINEERS AND CONTRACTORS OF

**GRAIN ELEVATORS**

625 Board of Trade Indianapolis, Ind.

### W. H. CRAMER

Designer and Builder ST. PAUL, NEB.

When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel **GRAIN ELEVATORS** that give entire satisfaction. Scales and Gasoline Engines repaired.

### UP-TO-DATE

Economical grain elevators make money for owners. That's the kind I build in wood, concrete or steel. Write me now.

W. S. MOORE, 6 So. Main St., Frankfort, Ind.

### I BUILD TO PLEASE

**Grain Elevators and Warehouses**

Plans and Specifications furnished on application.

G. F. McCurley, Wichita, Kans.

### J. A. HORN

DESIGNER AND BUILDER

**Grain Elevators a Specialty**

OKLAHOMA CITY, OKLA.



Especially Designed for Economy of Operation and Maintenance  
**LINCOLN, NEB.**

### N. A. GRABILL

Designer and Builder of

**Flour Mills and Grain Elevators**

DALEVILLE, IND.

### Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

**WM. GRAVER TANK WORKS, East Chicago, Ind.**

### Oliver Construction Co.

Designers and Builders of

**GRAIN ELEVATORS**

Homer, - - Illinois

### O. J. SLUSSER

DESIGNER AND BUILDER OF

**GRAIN ELEVATORS**

VAN WERT, OHIO

### LIFE OF ELEVATOR

IS THE FOUNDATION

I build them right.

S. W. SCHREIBER, Janesville, Minn.

Write to the

**Cramer**

**Construction Company**

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon modern grain elevators. Over 200 of our houses in operation.

### A. H. Richner

Designer and Builder of

**Grain Elevators**

I sell the Western Pitless Shellers. Get my prices.

Crawfordsville, Indiana

### L. BUEGE

**THE GRAIN ELEVATOR BUILDER**

Who Builds Right Kind of Elevators at the Right Kind of Price

305 South Third Street  
MINNEAPOLIS, MINN.

### THE PRACTICAL GAS ENGINEER

5th Edition.

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

**GRAIN DEALERS JOURNAL**  
255 La Salle Street - - - Chicago

### Perfect Control

of your wagon dump when you have a



**Reliance Automatic Dump Controller**

It means that your farmer patrons can drive on your dump without fear of an accident to fractious teams. The movement of the dump is smooth and slow. Absolutely automatic.

Sent on 30 days trial.

**RELiance CONSTRUCTION CO.**  
INDIANAPOLIS, IND.



### GRAIN DEALERS SUPPLY CO.

305 South 3rd Street

MINNEAPOLIS, MINN.

Swivel Spouts for bin bottoms are cheap and convenient. Don't you need some?

We carry a complete line of Elevator Machinery



## GRAIN ELEVATOR BUILDERS

Better have  
**YOUNGLOVE**  
build your  
**ELEVATOR**  
than to wish you had.

We carry a full line of  
**Elevator and Mill Machinery and  
Supplies, Powers, Belts, Etc.**

**Younglove Construction Co.**

219 Grain Exchange

SIoux CITY, IOWA

**Grain Elevators  
Storage Tanks  
Ware Houses**  
in  
**Wood or  
FIREPROOF  
Materials**

**Plans, Specifications,  
Estimates**



We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a cleaning or transfer house.

**L. O. HICKOK & SON**  
Engineers & Contractors

320 Flour Exchange

MINNEAPOLIS, MINN.

**THE  
P. H. Pelkey Construction Co.**  
**Contractors and Builders**

**Grain Elevators,  
Warehouses, Mills, Etc.**

**Elevator and Mill Supplies**

HOME OFFICE

WICHITA

KANSAS

**Clark's Decimal Grain Values**  
**SAVES TIME, MONEY AND PREVENTS ERRORS**

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the pounds column; the smaller, the hundreds only.

No. 35 printed on 80-lb book paper and bound in art canvas. Price \$5.00.  
No. 36 printed on heavy linen ledger paper and bound in cloth, half leather. Price \$6.00.

**ADDRESS**

**GRAIN DEALERS JOURNAL**  
255 La Salle Street CHICAGO, ILL.

**B. J. CARRICO**

Designer and Builder of  
Flour Mills and Grain Elevators  
Hoxie Bldg., FORT WORTH, TEX.

**OLSON BROTHERS & CO.**  
**ENGINEERS AND CONTRACTORS**

**Grain Elevators, Flour Mills and Complete Plants for  
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.**

Phone Humboldt 2373

703-707 Bloomingdale Ave.

CHICAGO, ILL.

G. C. KAUCHER

Sales Agents for

**Richardson  
Automatic  
Scales**

**KAUCHER, HODGES & CO.**

MEMPHIS, TENN.

**GRAIN ELEVATORS, WAREHOUSES**

REINFORCED CONCRETE CONSTRUCTION

E. G. HODGES

Sales Agents for

**Koehring  
Concrete  
Mixer**

A. E. HONSTAIN, PRES.

I. S. HONSTAIN, TREAS.

D. F. HOAG, Sec'y

**HONSTAIN BROS. CO.**

(INCORPORATED)

Contractors and Builders of

**Grain Elevators, Flour Mills, Warehouses, Etc.**

**Plans and Specifications Furnished**

**Repairing Done**



306 Corn Exchange.

Minneapolis, Minn.

**THE MINNEAPOLIS STEEL AND  
MACHINERY CO.**

Builds the best fire-proof construction elevator because:

It costs less.

Can be built quicker and at all seasons of the year.

It keeps the grain absolutely free from moisture.

There is no danger of cracked walls or from settling foundations.

In case it is desired to move the elevator there is at least 50% salvage.

MINNEAPOLIS, MINN.



## GRAIN ELEVATOR BUILDERS

### Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF  
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

### GRAIN ELEVATOR

Designing and Construction  
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.  
CHICAGO

### John S. Metcalf Co.

ELEVATOR BUILDERS  
623 THE TEMPLE

Plans and Specifications  
a Specialty. CHICAGO

O. F. HAGLIN

## HAGLIN-STAHN CO.

B. H. STAHN

ENGINEERS AND CONTRACTORS

### REINFORCED CONCRETE GRAIN ELEVATOR CONSTRUCTION

Fireproof Working Houses and Grain Tanks a Specialty.  
Write for Plans, Specifications and Prices.

LUMBER EXCHANGE  
MINNEAPOLIS, MINN.



## YOUR ELEVATOR

should be built by those competent to give strength, durability and economy in operation and maintenance. In our years of experience we have built hundreds of elevators, running and giving satisfaction to-day.

In 1908 we built 38 new elevators. Repaired and remodelled 8 and made plans for 7. Surely some reason for the large amount of business. If you want to know write to-day to

**Burrell Engineering & Construction Co.,** 1140 Stock Exchange Bldg.  
CHICAGO



## JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



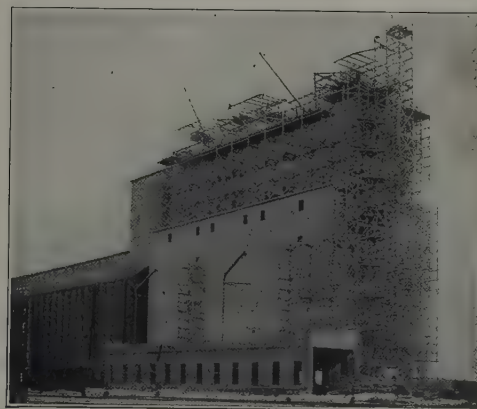
Recent concrete addition to C., M. & St. P. Ry. Co.'s  
tile elevator at Coburg, Mo.

GRAIN ELEVATOR DEPART. ENT, 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager R. H. FOLWELL, Engineer

We also do General Contracting and have offices in the following cities.  
Write or call on any of them.

Chicago, Ill. 1811 Fisher Bldg. St. Louis, Mo. Lincoln Trust Bldg.  
New York, 130-137 Broadway New Orleans Hibernia Bank Bldg.  
Pittsburgh, Pa., Westinghouse Bldg. San Francisco 709 Mission Street  
Montreal, Canada



## Canadian Pacific Fire Proof Grain Elevator

Under construction for the Canadian Pacific Railroad Co. at  
Fort William, Ontario.

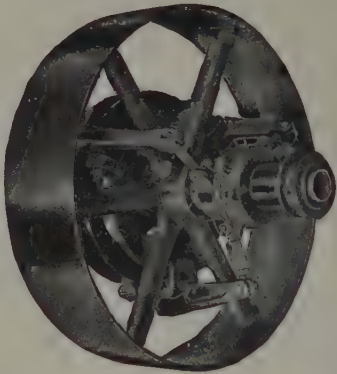
### The Barnett & Record Company

General Contractors

Minneapolis, Minn.



## Our Friction Clutch Pulley NONE BETTER

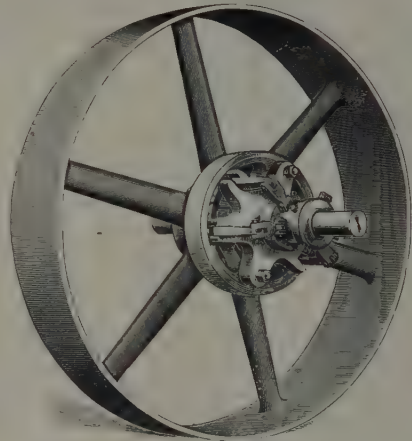


We Manufacture Full Line

**ELEVATING, CONVEYING and  
TRANSMISSION MACHINERY.**

**LINK-BELT SUPPLY COMPANY**  
MINNEAPOLIS, MINNESOTA

## The Minster Friction Clutches And Cut Off Couplings Write for Prices and Catalog



PATENTED

Different Diameter Pulleys or Wood Pulleys  
may be attached; easily adjusted. Full  
line Elevating, Conveying and  
Power Transmitting M'ch'y.

**Power Appliance Mfg. Co.,** Minneapolis  
Minnesota

## General Electric Company

### SKELETON FRAME INDUCTION MOTOR



The durability of the motor is the secret of economy of motor drive. In perfecting a safe, durable and efficient motor for mill work, the General Electric Company has produced the **Skeleton Frame**

**Induction Motor**, which is perfectly adapted for motor drive in

#### FLOUR MILLS and GRAIN ELEVATORS

The **Skeleton Frame Induction Motor** is durable because it has no wearing points, no complicated mechanism, no troublesome parts, no useless weight. It combines durability with simplicity. A boy can start it and it requires no attendant.

You certainly want to know more about this motor. Write for booklet 764-E.

Principal Office, SCHENECTADY, N. Y.

Chicago Office, Monadnock Bldg.

Sales Offices in all Large Cities.  
1306

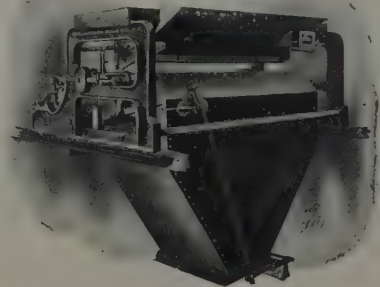
## How About This!

GARRETT, ILL., Dec. 11, 1908.

"I have thoroughly tested the Richardson Automatic Scale and find it to be correct and absolutely safe as a shipping scale. The 2000-lb. scale will weigh as fast as any one wishes to load.

I heartily recommend the Richardson Automatic Scale to any one expecting to buy an Elevator Scale."

J. E. COLLINS.



"In buying the RICHARDSON ELEVATOR SCALE you buy something that is ABSOLUTELY SAFE

### Richardson Scale Company

6 Park Row ..... NEW YORK  
122 Monroe Street ..... CHICAGO  
415 Third Street South ..... MINNEAPOLIS

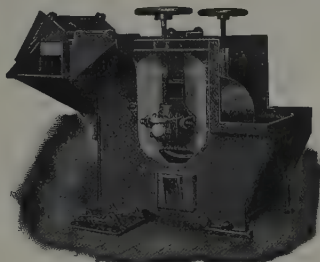


## Your Designer is Obligated

to equip your elevator with cups, belt and leg, DOUBLE the size necessary, because he knows you can't run the cups over half full on the average. They will choke if you do.

All this equipment could be half the size, and the cups run heaping full all the time by using a

### Hall Non-Chokable Boot



and do the work quicker and better.

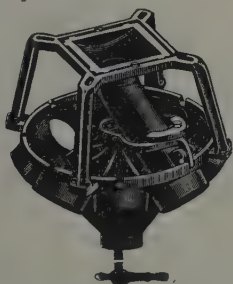
Sent free on trial, capacity guaranteed, and proved, before you accept. Catalog E illustrates it all.

### You Know

you are losing money every day by mixing grain in distribution.

You notice the pile in the cupola and in the pit, but you don't notice so readily what goes into the bins on top of other grains, and is thereby absolutely lost.

You are docked at destination "for mixed grain" but it is hard,—almost impossible,—to trace it back to the date of mixture and to the cause. It's too late even if you could.



### Hall Signaling Distributor

stops all this loss which aggregates an enormous amount at times.

Its mechanical design and its signaling feature overcomes every objection.

You should read our booklet in full explanation and illustration, and get our list of users in every state and then inquire of your own neighbors.

We send it on trial guaranteeing satisfaction.

### HALL DISTRIBUTOR CO.

222 RAMGE BUILDING, - OMAHA, NEBRASKA.

## A MONEY MAKER

### "PERFECTION"

WHEAT and CLOVER SEED  
SCOURER and CLEANER

(PATENTED)



You should investigate  
this machine.

## "NEW ERA" MANLIFTS

made and originated by us  
have many exclusive features  
and are the most satisfactory  
manlifts made.



Write for Prices.

Mention this Paper.

SIDNEY ELEVATOR MFG. CO., Sidney, Ohio

## The COATES HOUSE

10th and Broadway, KANSAS CITY, MO.

American and European Plans

POPULAR PRICES



10th & BROADWAY.

Street cars on Union Ave., in front of Depot, marked "Observation Park", direct to the Coates House, without transferring.

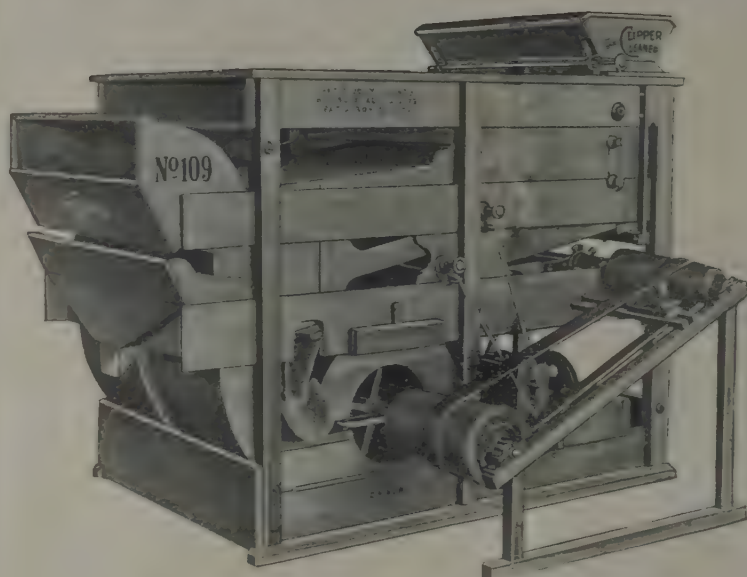
HEADQUARTERS for GRAIN DEALERS

Owned and operated by The Inter-State Hotel Co.

Also The Lexington Hotel, Chicago



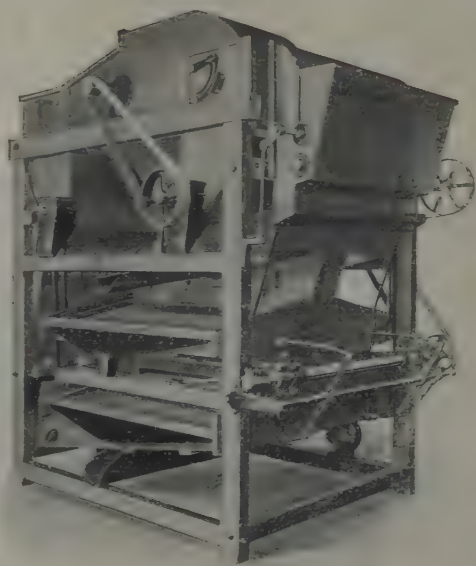
## THE No. 109 CLIPPER SEED AND GRAIN CLEANER



shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other Cleaner. It also has our special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the air blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.

**A. T. FERRELL & CO., Saginaw, W. S. Michigan**



## Cornwall Double Separator

**T**HE latest and best Elevator and Warehouse Separator on the market.

Will clean all kinds of grain and seeds.

Has both kinds of sieving motion. Sieves with their motion in line with the travel of the grain for removing straw and other coarse impurities and sieves on which the grain travels across the line of motion for making very close separations.

It removes the fine sand and seed at the head of the sieve.

Our sieve cleaners clean every inch of the sieves several times a minute. They work under the sieves and consequently lift the trash out of the holes and cause it to tail over instead of assisting it to pass through with the grain.

Both the air and sieve separations are at all times under the complete control of the operator.

Every sieve is at all times in plain sight and can be removed easily and quickly without disturbing any other part of the machine.

Other features described in our latest circular.

We also make a full and complete line of Feed Mills, Corn Shellers and Cleaners and furnish Elevator Supplies of all kinds.

**BARNARD & LEAS MFG. CO.**

Builders of Elevator Machinery and Supplies,

Moline, Ill.



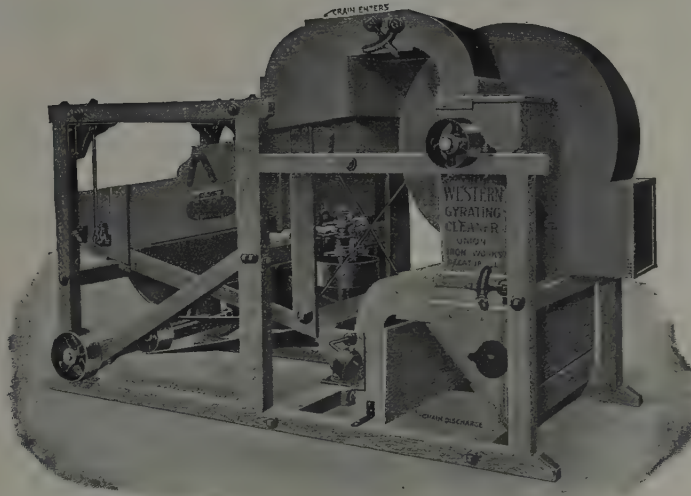
## The "Western" Gyrating Cleaner

**Order One On 30  
Days' Trial**

### Our Offer

We will ship this cleaner to any responsible party on thirty days' trial, giving time to test thoroughly, and if not found satisfactory and as represented in every respect, we will pay freight both ways and all expense of setting.

A recent improvement, consisting of a knocking or vibrator device, has been added to this cleaner, which keeps the riddles clear of small particles of cobs, making more complete separation and impossible for shelled corn to be discharged into the cob pile, placing the "WESTERN" Gyrator in a class by itself.



Built in eight sizes. Capacity 200 to 2,500 bushels per hour.

**Investigate this Wonderful  
Cleaner**

## UNION IRON WORKS, Decatur, Ill.

**Manufacturers of WESTERN Elevator Equipment**

## Everything For The Grain Elevator



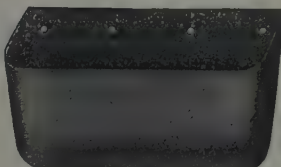
Cast Iron Boots



Muir Improved Friction  
Clutches



Flexible Spouts



Salem Buckets

We Manufacture Everything for the Grain Elevator Including:

**Sprocket Wheels,  
Link Belting,  
Shafting, Pulleys,  
Rope Drives, Etc., Etc.**



Champion Pinch Bars

WRITE FOR GENERAL CATALOG NO. 7

## SKILLIN & RICHARDS MFG. CO., CHICAGO

## Johnson's Grain Dryer and Renovator

Chicago, Sept. 11, 1908.

E. G. Isch & Co., Peoria, Ill.

Gentlemen:—In reply to your request for our opinion on the Johnson Dryer, you installed recently in our plant, would say that it fulfills all promises and all you claim for it.

It was installed as an experiment as there was no other one in this city and the best recommendation we can give it is that we accepted it and paid for it.

The dryer can be run without extra help night and day and Sundays, and even in damp weather the air from the dryer goes into the bins perfectly dry. We made some very severe tests on wet salvage grain with good results and on damp grain there is no question that it will put the same in condition usually with 8 to 12 hours' application.

We consider the dryer past the experimental stage now and congratulate you upon having the most satisfactory device for drying damp grain.

To obtain the best results, however, a large compressor should be used.

Wishing you success, we are

Respectfully yours,

MUELLER & YOUNG GRAIN COMPANY

H. MUELLER, Pres.

**E. G. ISCH & CO., Peoria, Illinois**

## Eventually

you will realize the folly of paying corn price for water; why not install a

## HESS (U. S.) MOISTURE TESTER

now, and begin handling the new corn right.

Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

### PRICES F. O. B. CHICAGO:

2 Compartment, Complete, . . . \$40.00

4 Compartment, Complete, . . . 50.00

6 Compartment, Complete, . . . 60.00

Torsion Balance, Recommended and used by U. S. Department of Agriculture 23.00

Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

**HESS WARMING & VENTILATING COMPANY**  
907 Tacoma Building, CHICAGO

P. S.—Hess Grain Driers are used everywhere. Made in all sizes—for all kinds of grain and seed.

**HESS-DRIED IS BEST DRIED**



# MOISTURE



should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every elevator man to dry grain, for the

## “Eureka” Grain Dryer

is within the reach of all, and it is practical too. This dryer produces positively the most uniform and satisfactory results in drying, cooling and conditioning damp, wet and musty corn or wheat.

The “Eureka” Dryer is automatic and continuous in operation. Equipped with automatic force feeder and delivery.

Is not an experiment. Many in operation in all parts of the country.

**Most Economical to Operate. Easily Installed. Built in All Capacities.**  
**Prompt Delivery. Absolute Satisfaction Guaranteed.**

Full Particulars on Application

## THE S. HOWES CO.

Builders of the “Eureka” Grain Cleaners.

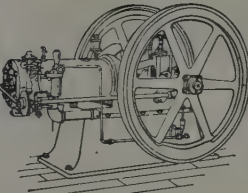
“Eureka” Works, Silver Creek, N. Y.



CHICAGO, ILL., GEORGE J. NOTH, Phone Harrison 5597, 1329-1330 MONADNOCK BUILDING.  
PACIFIC COAST, SYPHERS MACHINERY CO., SPOKANE, WASH.  
INDIANAPOLIS, IND. . . . . J. N. BACON, SPENCER HOUSE.  
MINNEAPOLIS, MINN. . . W. E. SHERER, 307 3RD STREET SOUTH  
KANSAS CITY, MO. . . . . J. O. SMYTHE, HOTEL SAVOY  
LOUISVILLE, KY. . . E. R. WATSON, 223 E. KENTUCKY STREET  
GAP MILLS, W. VA. . . . . W. M. MENTZ







**Ohio Gas and Gasoline Engines**

(All sizes)

Used by many lines of elevators.  
Used by the U. S. Government.  
Used by some of the largest railway systems in the United States.  
Let us tell you why.

OHIO MOTOR CO., 315 Dearborn St., Chicago, Ill.



**WITTE ENGINES**

**USE GAS, GASOLINE OR KEROSENE**

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to insurance rules.

**FIVE YEAR BOND GUARANTEE**

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

**WITTE IRON WORKS CO.**  
526 W. 5th Street  
KANSAS CITY, MO.

**G. & M. Compression Igniter**  
**A Revelation in Gas Engine Ignition**



This Igniter is suitable for all types of internal combustion engines. It may be screwed in place of your jump spark, hot tube, or mechanical make and break igniter.

**We can save you MONEY, TIME AND TROUBLE**

A. H. McDonald, the gas engine man, Chicago, wrote us January 4th, 1908, as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

**METAL SPECIALTIES MFG. CO.**  
18-24 W. Randolph St., Dept. G., Chicago, Ill.

**FOOS GASOLINE ENGINES**

**HORIZONTAL, 2 to 90 H. P.**

HAVE WIPE SPARK IGNITER, positive acting and self-cleaning.  
VERTICAL VALVES, mechanically operated, admit fuel charge into cylinder at atmospheric pressure.  
CENTERLINE COUNTERBALANCING, increases the efficiency and decreases the fuel bills.  
makes it a simple matter to keep Foos



**ACCESSIBLE DESIGN.**  
Engines properly adjusted.

Get Catalogue No. 20. **THE FOOS GAS ENGINE COMPANY, Springfield, O.**

**OTTO ENGINES**


**OTTO SUCTION GAS PRODUCERS and OTTO ENGINES**

are reliable and can be operated by men of ordinary intelligence.

J. A. Witter, Engineer for the Beaver Crossing Electric Light & Power Co., Beaver Crossing, Neb., writes,—

"Please send me a book of instructions on handling and running your gas producer and engine. I have been running this one on horse sense but that might not work at all times. Plant works fine."

This man, without special instructions but with the use of "horse sense" causes his plant to work fine. There is a volume of praise for "OTTO" machinery in Mr. Witter's short letter.



**OTTO GAS ENGINE WORKS, Phila., Pa.**  
**STANDARD OF THE WORLD**

**WHEAT TABLES**  
On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels, reduce any number of pounds up to 4,090 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,090 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,090 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

**GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.**

## Sales, Shipments and Returns

A book invaluable to the country grain shipper in keeping a detailed record of his sales, shipments and returns from each shipment made. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for information regarding **SALES and SHIPMENTS**; the right-hand pages for **RETURNS**. **SALES** column headings are Date, Amount Sold, Price, Grain, Terms. **SHIPMENTS** headings are Date, Car Number and Initial. Our Weights, in Bushels, Grade, Route, Rate. **RETURNS** headings are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

Each of its 152 pages of heavy linen ledger, is 10 1/2 x 16 1/2 inches contain lines, so that records of over 2,200 cars can be entered. Bound in heavy canvass.

Order Form 14AA. Price \$2.00.

**GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.**

## Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

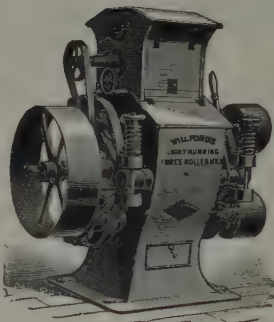
Each book has 100 pages, 8 1/2 x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

**GRAIN DEALERS JOURNAL, 255 LaSalle St., Chicago, Ill.**

# WILLFORD

**Light Running Three-Roller Mills****ARE THE BEST  
FEED MILLS FOR ELEVATORS**because they take the least power,  
are strong, simple and durable.*Write for Circulars and Prices.***WILLFORD MANUFACTURING CO.**

303 So. 3rd Street Minneapolis, Minn.



## COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

**GRAIN DEALERS JOURNAL**

255 La Salle St., CHICAGO, ILL.

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

**Grain Dealers Journal**

255 La Salle St., CHICAGO, ILL.

## ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

*WRITE FOR PRICES.***NORDYKE & MARMON CO.**

America's Leading Mill Builders

INDIANAPOLIS, IND.

Est. 1851.

## GRAIN SHIPPING LEDGER

**FORM 24**

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

**GRAIN DEALERS JOURNAL**

255 La Salle Street, Chicago, Illinois

## For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line



## ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

ONE 15 H. P. Ohio Gas Engine with complete outfit. A bargain. Address Geo. Rinckenberger, Washington, Ill.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

FOR SALE—One 8 H. P. Charter Gasoline Engine, new cylinder; good as new throughout. Address Engine, Box 11, Grain Dealers Journal, Chicago.

ONE 10 h. p. Upright Fairbanks; two 8 h. p. Charter; one 6 h. p. Bauer—gas or gasoline engines, all thoroly overhauled. Fire sale prices for immediate sales. Bauer Gasoline Engine Co., 18th & Wyandotte, Kansas City, Mo.

## GASOLINE ENGINE BARGAINS.

1-4 HP Fairbanks .....	\$ 90.00
1-2 HP Fairbanks oil cooled....	75.00
1-4 HP Dempster .....	75.00
1-5 HP Webster .....	100.00
1-10 HP Webster .....	100.00
1-12 HP Webster .....	150.00
1-20 HP Fairbanks good as new..	350.00
1-12 HP Fields engine, new.....	334.00
1-15 HP Fields engine, new.....	391.00
Allen P. Ely & Co., Omaha, Neb.	

## GAS ENGINES FOR SALE.

28 H. P. Fairbanks Morse.
25 H. P. Columbus.
22 H. P. Foos.
20 H. P. Fairbanks.
16 H. P. Lewis.
15 H. P. Fairbanks Morse.
36 H. P. Otto.
3-12 h. p. Fairbanks Morse.
10 H. P. Lewis.
6 H. P. Fairbanks Morse.

Also fifty engines of smaller size and all makes. A. H. McDonald, 62 West Monroe St., Chicago.

## ENGINES FOR SALE.

ONE 12 and one 15 h. p. Gasoline Engine, in first-class condition, for sale at a bargain. DeMoulin Bros. & Co., Greenville, Ill.

## MACHINES FOR SALE.

FOR SALE—One 20" Sprout Waldron Stone Buhr Mill. Cheap, if taken at once. H. Peebles & Son, Whiteville, O.

HESS GRAIN DRYER for sale. Comparatively new, at one-half original value. J. B. Worth Co., Petersburg, Va.

FOR SALE—Western Field Sheller; complete; new. Big sacrifice for cash. \$400.00 Rig. O. L. Gordon, Route 6, Robinson, Ill.

FERRELL'S No. 16 Clipper Mill with air controller, belting, shafting, conveyor, etc., for sale. Send for list. Josiah Young, Troy, N. Y.

FOR SALE—At a bargain, a single belt Mustard machine, belt 48"x60". Requires not over ½ h. p. to operate. Gould Elevator Co., 607 Corn Exchange, Minneapolis, Minn.

1 No. 12½-24-inch Foos Scientific Attrition Mill.

1 No. 19-36-inch Foos Scientific Attrition Mill.

1-35 H.P. Engine.

Mills in use only one week.

Clyde Mach. Works, Chicago.

No. 1 Barnard & Leas Willford Feed Mill, \$125.00; No. 000 Little Victor Corn Cleaner, \$60.00; No. 000 Little Victor Corn Sheller, \$75.00; No. 1 B. & L. Double Acting Sifter, \$35.00; Fairbanks-Morse 5-ton Wagon Scale, \$75.00. All the above have been used less than two months. Peters & Edholm Co., Omaha, Neb.

## ENGINES AND BOILERS.

FOR SALE—25 H. P. steam engine and boiler, in fine condition. Address Burr, Box 11, Grain Dealers Journal, Chicago.

## FOR SALE.

### ENGINES AND BOILERS.

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.  
1748 Powers St. Cincinnati, O.

## MACHINES WANTED.

NEW OR SECOND-HAND grain cleaner wanted, which can be run with a 5 h.p. engine. Barney Bunkers, Remsen, Ia.

MACHINES WANTED—Wanted, a 24" attrition mill and 150 bu. milling separator, hopper scale, power shovel, and elevator legs. What have you? Address Mitchell, Box 12, Grain Dealers Journal, Chicago.

## SCALES FOR SALE.

SCALES for elevators and mills; low-test prices. Chicago Scale Co., Chicago.

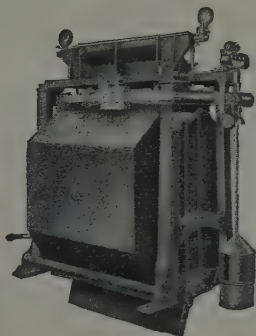
FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

## Fairbanks Automatic Scales

### HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



#### Simple

Operated wholly by gravity, no springs, few parts.

#### Rapid

Double compartment hopper, each side dumping as opposite fills.

#### Accurate

Has sealed standard weights and graduated beam. Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular No. 530-AW.

## Fairbanks, Morse & Co.

Wabash Ave. and Eldredge Court, Chicago, Ill.

## Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

## Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

**ELEVATORS FOR SALE.**

A BARGAIN—Two elevators in eastern Oklahoma for sale; half interest, or the whole. Address J. A. Horn, Oklahoma City, Okla.

FOR SALE—Elevator in Western Ohio machinery new; elevator best of repair; good location. Address L. Box 3, Grain Dealers Journal, Chicago.

FOR SALE—2 modern 35,000 bushel elevators in Central Iowa, with a good business. One third cash and balance 6% notes. G. W. P., Box 9, Grain Dealers Journal, Chicago.

THREE ELEVATORS for sale on the B. & M., in good grain section of Kansas. One new house; all in good condition. Write Onah, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—15,000 bus. cap. elevator and store room 26x56; two stories; will sell separate or together. Write at once for particulars. J. W. Mendenhall, Woodington, O., Darke Co.

GOOD 8,000 bu. elevator for sale, located south central Kansas. Good corn and wheat country; one competitor; best reason for selling. Address Gain, Box 3, Grain Dealers Journal, Chicago.

**TWO ELEVATORS FOR SALE.**

Brand new and close together, at small stations. Good coal trade in connection. A fine chance for a young man with a limited capital. Jas. M. Maguire, Campus, Ill.

FOR SALE—Grain elevator on Ill. Cent. R. R. in best corn and oats section of Illinois. Capacity 50,000 bu., nearly new; gasoline power. All in first-class condition; located on own lot. Address Hay, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—At prices ranging from \$3,000 to \$20,000, in Illinois and Indiana. Some special bargains in small towns. Be friendly and let me know your wants. Am sure I can suit you. Address Jas. M. Maguire, Campus, Ill.

ELEVATOR, residence, blacksmith shop, lumber shed, 7 acres of land, and other property in Central Illinois, doing a nice business where there is no competition, at a sacrifice price of \$5,000 if taken soon. James M. Maguire, Campus, Ill.

TWO ELEVATORS in the best grain section of Kansas, at a bargain. One a 15,000 bu. eltr. handles 100,000 bus. annually; the other ten miles away, a 7,000 bu. house, handles 75,000 bus. Address Wheat & Corn, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Two elevators, 30,000 bushels capacity each; built three years; equipped with latest modern machinery; located in the cream of the North Dakota grain belt on G. N. Ry. Reason for sale, advanced years and poor health. Address Minn., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE—An up-to-date modern 25,000 bu. cap. cribbed, with ear corn bins for 12,000 bu. steam power, sheller, cleaner, and hopper scales. Good office and wagon scales. In town of 1,100. No competition. Handles 200,000 bushels annually at good margins. This is fine. Address Jas. M. Maguire, Campus, Ill.

**ELEVATORS FOR SALE.**

GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

FOR SALE—Elevator and coal sheds in eastern South Dakota. Am locating on Coast. Address Box 18, Colton, S. D.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

30,000 Cap. Cribbed Elevator on Illinois Central, handling 150,000 bus. this year. For particulars address Car, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR, FEED MILL AND HOME for sale, in best farming country. A money-making proposition. Address Home, Box 1, Grain Dealers Journal, Chicago.

WILL SELL: One half interest in my elevator and coal business also my Litter Carrier. A good money making proposition for a good man. W. J. Herscher, Buckingham, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

KANSAS 15,000 Bus. Eltr. on the U. P. R. R. in Turkey Wheat Belt. Handling annually from 100,000 to 150,000 bu. Well equipped; no competition with mills; crop conditions never better. Good reasons for selling. Price reasonable. Write quick. Address M. T., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron-clad cribbed elevator building. Cribs for 15,000 bu. ear corn. Coal houses for 200 tons hard and soft coal. Feed grinder, etc. All in first-class condition. Handles 150,000 bus. grain annually. Price \$8,000. Address Door, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—Here's a bunch of bargains. One 40,000 cribbed house ships 150,000 in town of 4,000, \$8,000, terms. One 60,000 cribbed house, average 300,000 corn and oats, only house with residence in small town, \$14,500. Some new ones. \$15,000; \$35,000 and \$38,000; all in Ind. One 30,000 fine house, ships 200,000; and a \$2,000 profit retail business in Ohio county seat, \$12,000. John A. Rice, Broker, Frankfort, Ind.

ELEVATOR FOR SALE—A 40,000 modern elevator, cribbed, iron-clad, two dumps; two stands of elevators; gasoline engine; rope transmission; all bins hopped; and in a splendid town of 1,500 in Central Illinois. Two good competitors and average shipments of this plant for the past eight years show 210 cars per year. There is also a coal, lumber and building material business in connection, the average annual sales of which will show over \$36,000. Splendid opportunity for two good men. James M. Maguire, Campus, Ill.

**ELEVATORS FOR SALE.**

\$4,500 takes an elevator and small feed mill in a small central Wisconsin town. Fine opportunity to engage in lumber and coal business in connection. John E. Hart, Elroy, Wis.

ELEVATOR AND LUMBER YARD for sale in Central Iowa, doing a big business. Will sell all together or separate. Address Central, Box 2, Grain Dealers Journal, Chicago.

WILL SELL my grain elevators, hay, coal and feed business in good hay and grain section in Southern Michigan; no competition. Address H., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—10,000 BUS. ELEVATOR, doing good business in grain, seed, coal, and hay. Located in good town, 1,500 population; two railroads, in Maumee corn belt, Northwestern Ohio. Address Corn, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR AND COAL BUSINESS in Central Minnesota; best grain section in state; 30,000 bu. elevator; thoroughly equipped station; handles not less than 300,000 yearly. Will sell whole or half interest at good terms. Have other business must attend to. Address B, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana. does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Lumber, Coal, Grain and Hog business, located in Central Nebraska. Equipment:—Frame elevator, dump, gasoline engine, pneumatic loader, hopper scales and cleaner; lumber yard, comprising two sheds, 24x96 and 24x196, and office with scale. Good trading point. Address inquiries to B. 19, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR AND LUCRATIVE BUSINESS. Elevator capacity, 75,000 bus.; all latest improvements, with electric power, etc.; large grain warehouse; fireproof brick hemp house; coal and grain business. Only elevator in county; annual wheat production, 400,000 bus., 3 railroads in our yards. For full particulars address S. S. Offutt & Co., Georgetown, Ky.

EASTERN INDIANA ELEVATOR and coal business for sale. Capacity 10,000 bu.; 12 H. P. gasoline engine; all bins hopped. In good corn, oats, and hay territory, 5 miles to nearest opposition. Lots of coal sold here and trade increasing every year. Stock scales, only scales in town. If sold soon, will take \$2,250. Address Leroy, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Line of nine elevators, including fine cleaning plant, located in the best small grain and corn country of Southern Minnesota. The large corn crop, in addition to the small grain, assures good business the year round. Each elevator practically new and strictly modern; all are good money-makers. Good coal business in connection. For particulars, address Box 27, Commerce Station, Minneapolis, Minn.



## ELEVATORS FOR SALE.

**FOR SALE**—Two new elevators in Western North Dakota, 30,000 capacity. Modern in every way; good business. Address Bob, Box 1, Grain Dealers Journal, Chicago.

**ILLINOIS ELEVATOR** in the best corn and oats section of Eastern Ill. Station handles 500,000 bushels annually. One competitor. This is a first-class proposition. If you want to buy an elevator, write us. Address J. L., Box 1, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

**WANTED**—To lease an elevator. Address Lock Box 287, Greenville, O.

**WOULD BUY** an elevator in eastern Nebraska. R. R. Chenoweth, Ohio, W. Neb.

**MINNESOTA LAND** to trade for grain elevators in Western Ia. L. B. 1, Aurora, Ia.

**WANTED**—To trade for a good elevator in Kansas. F. P. Hawthorne, McPherson, Kans.

**WANTED**—Elevator handling 150,000 bus. annually; located in Central or Eastern Nebraska. Address Nutzman & Marquardt, Avoca, Neb.

**WE WANT** to buy two elevators located in Central Ohio. Give full description of what you have and lowest cash price. The McMorran Bros. Co., St. Paris, O.

**WANTED**—To buy or build an elevator; good grain point. Give full particulars. Address Field, Box 3, Grain Dealers Journal, Chicago.

**ELEVATOR WANTED** — Northern Oklahoma or Southern Kansas preferred. Give full particulars and name price in first letter. Address Lock Box 861, Oklahoma City, Okla.

**LAND TO TRADE FOR ELEVATORS**—About 1,000 acres in Kansas in good producing section of state. For more information address Land Box 3, Grain Dealers Journal, Chicago.

**WE HAVE** a client who wishes to exchange cheap wild land for elevators; preferably in Northern Iowa, Minnesota, North or South Dakota. Address Exchange, 32 Chamber of Commerce, Minneapolis.

**ELEVATORS WANTED**—2 or 3 houses near Chicago in Ill. or Ind., that will handle 200,000 bu. corn and oats annually for my \$25,000 equity in one of best renting 8-flat buildings on South Side, Chicago. Flats 7 rooms each; modern; always rented. Building stone and brick. Gross rents, \$282.50 month. This is a good deal for those interested. Mortgage \$12,000, interest 5%, due 3 yrs. Send descriptions to C. S. S., Box 3, Grain Dealers Journal, Chicago.

## SITUATIONS WANTED.

**WANTED**—Position as grain buyer or bookkeeper. 3 yrs. exp. Can furnish references. Address F. D. Johnson, Hereford, Minn.

**WANTED**—Position as manager in grain elevator. Experienced. Best of references. C. E. Spangler, 610 N. 7th St., Quincy, Ill.

**POSITION WANTED** as traveling auditor, by practical and experienced grain man. First-class accountant. Address Paris, Box 1, Grain Dealers Journal, Chicago.

**SITUATION WANTED** either at local elevator or on the road as grain buyer. Can give first-class references and good financial rating; years of experience. W. B. Allen, Conway, Iowa.

**WANTED**—Position as manager of elevator, or bookkeeper and general office work, by young man 32 years old, and married; five years exp.; can give best of references. Address C. S. W., Box 3, Grain Dealers Journal, Chicago.

**SITUATION WANTED** as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Mov, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Position as buyer, manager or solicitor, by married man, age 37. 20 years' experience buying and handling seeds, grain, feed, and hay. Have traveled all the grain states and know the trade. Highest recommendations. Address Expert, Box 2, Grain Dealers Journal, Chicago.

## HELP WANTED.

**WANTED**—A man with knowledge of engineering and feed grinding, can obtain steady employment. Must have gilt-edge references. Reasonable salary. Work light. John Siker, Avoca, Wis.

## MILLS FOR SALE.

**SIXTY-BARREL**, Water Flour Mill in Eastern Nebraska, with all modern machinery; dam on rock foundation. Address N. Z. Snell, Lincoln, Neb.

**50-BBL. FLOUR MILL** and French Burr for meal and feed; in best wheat and corn section in Southern Indiana. Address C. T. Melsheimer, Elmore, Ind.

**SIXTY-BARREL MILL** for sale. in Northern Indiana. Good location, doing fine business. Everything in excellent condition. Fine opportunity for someone. Good reasons for selling. Address Steam, Box 1, Grain Dealers Journal, Chicago.

## MISCELLANEOUS FOR SALE.

**FOR SALE CHEAP**—One Belknap Little Giant Water Motor, good as new. Address The Tyler Grain Co., Wooster, Ohio.

**SECOND HAND LEATHER BELTING**, Single and Double, in A No. 1 condition, some as good as new. Address Louis Kraft, Rochester, N. Y.

**GRAIN TESTERS**: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

## MISCELLANEOUS.

**FOR SALE**—Clean stock of gen. mdse. Walter Parks, Airlie, Minn.

**GOOD LOCATION** for flour mill. For particulars, address L, Box 12, Wilcox, Neb.

**\$5.00 WILL BE PAID** for a certified photograph of Eugene Kelly, of Wichita, Kan., in his pajamas. W. F. McCullough, Wichita, Kan.

**ADDRESS WANTED** of H. C. North, formerly of Milton, Ind., and later Indianapolis. Important communication. Address Jones, Box 2 Grain Dealers Journal, Chicago, Ill.

**RICE MILL READY FOR OPERATION**. Well located on two railroads; will sell at a bargain and on easy terms to responsible people. Address Jesse H. Jones, Commercial Bank Bldg., Houston, Tex.

**DRAIN TILE FACTORY FOR SALE**—Up-to-date in every respect and operating very profitably. Make fine quality of tile, 4" to 24". All the orders we can handle. Address O. D. T., Box 1, Grain Dealers Journal, Chicago.

**FOR SALE**—The only lumber yard in Braidwood, Ill., C. & A. R. R., 56 miles from Chicago. Population 3,500; modern in every respect; buildings, private switch, block of real estate, stock on hand; investment about \$4,700 today. Terms reasonable. W. J. Savage, Trustee, 710 E. Elm St., Streator, Ill.

**FIRST-CLASS RETAIL SEED BUSINESS** for sale, in one of the best cities of Iowa. About \$15,000 stock of choice seed on hand and business just beginning to open. With enough capital, it will be the best jobbing point for seed in the state. No competition. Investigate. Address G. L. B., Box 3, Grain Dealers Journal, Chicago.

**AT AUCTION**—On Tuesday, March 2, 1909, at 2:30 p. m., on the premises, I will offer for sale to the highest bidder, for the benefit of the stockholders, the property known as The Portsmouth Cereal Company's plant and real estate. The lot is 275 ft. x 130, and the mill is one of the best arranged mills in Ohio for the use it is intended. It was erected in 1905, and is situated at the foot of the famous Scioto Valley, the finest corn growing valley in the State, and on three Trunk Line Railways, and the Ohio River. The property cost about \$40,000 and must be sold in order to settle up the Company's business. The stockholders have decided to dispose of it at an upset price of only \$18,000. Terms: one-third cash, balance in one and two years, properly secured. For further particulars write to H. S. Grimes, Portsmouth, Ohio.

## FLOUR FOR SALE.

**ECONOMIZE** by using the great health flours GERBELLE and NEVERFAIL. They make the most and the best bread. Made only by THE GOSHEN MILLING CO., Goshen, Ind.

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

## The Value

of an "ad" is not measured by what it costs but by what it pays the advertiser.

**GRAIN FOR SALE.**

**FOR SALE**—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

**TEN CARS** of Japanese and Silver Hull Buckwheat; also bag lots. Write for prices. Stockbridge Elevator Co., Jackson, Mich.

**EAR CORN**—If you are in the market for white, mixed, or yellow ear corn, get our prices. J. G. Hermann & Co., Indianapolis, Ind.

**NEW WHEAT: TURKEY** hard and ordinary. **MILLING** wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

**WHITE OATS**—If you are in the market for a car of white oats, our prices will get your orders. J. G. Hermann & Co., Indianapolis, Ind.

**FOR SALE**—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

**NEW KAFFIR CORN** and Milo Maize will soon be moving. Drop us a card if you want our regular quotations. Western Grain Co., Wichita, Kan.

**WRITE OR WIRE** F. J. Mead, Flaudreau, S. D., for delivered prices, stating on what railroad you wish delivery made. Barlev, Oats, and Corn in carload lots, shippers' weights to govern settlement, excepting where it is possible to furnish Chicago weights and inspection. Then Chicago weights and inspection will govern settlement. References, Illinois Trust & Savings Bank, Chicago, and First National Bank, Flaudreau, S. D.

**BAGS FOR SALE.**

**SECOND-HAND 68" 8 oz.** Bags. Capacity four to five bushels grain. Good condition; no holes; 6c delivered. J. B. Worth Co., Petersburg, Va.

**BAGS WANTED.**

**WANTED**—Old torn bags, state quantity. Margoliuss Co., Norfolk, Va.

**MEAL FOR SALE.**

**STRAIGHT COB MEAL** in car lots, cheap. Address Droege Elevator Co., Council Bluffs, Ia.

**RECEIVERS**

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

**Salvage Grain**

Screenings and off-grades of Grain and Feed Bought and Sold.

WRITE OR WIRE

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.

**GRAIN WANTED.**

**MILLING BUCKWHEAT** wanted. Address H. J. Klingler & Co., Butler, Pa.

**CONSIGN US** your Kaffir Corn or ask for bids. Moore-Lawless Grain Co., Kansas City, Mo.

**WANTED**—Two carloads Beardless Barley. Mail samples and delivered price. John A. Salzer Seed Co., La Crosse, Wis.

**HOT AND DAMAGED CORN** of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

**QUOTE US.** Always in the market for sound grain and mill feed. "The price moves the goods." D. E. Hirshfield & Co., Waco, Tex.

**WANTED**—A few cars of choice No. 2. Black and white oats. Submit sample and price. Horner Elevator & Mill Co., Lawrenceville, Ill.

**NASHVILLE SEED CO.**, 215 Second Ave., N., Nashville, Tenn., buys and sells hay, corn, field seed and cow peas. If interested, write them.

**GRAIN WANTED**—Screenings of all descriptions, mill oats, and off-grade grain wanted. Send liberal samples for quick sale. C. E. Dingwall, 405 Mitchell Bldg., Milwaukee, Wis.

**HAY WANTED.**

**W. J. SAVAGE**, Trustee, of Streator, Ill., is continually in the market for No. 1 and No. 2 Timothy Hay.

**ALFALFA MEAL FOR SALE.**

We are booked ahead on **ALFALFA MEAL**. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

**BUCKWHEAT FLOUR FOR SALE.**

**CHOICE** pure Buckwheat Flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

**COTTON SEED MEAL FOR SALE.**

**PURE OWL BRAND COTTON SEED MEAL.** Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

**ALFALFA MEAL and Alfalfa Stock Foods**

The most economical, the least expensive. Write for prices.

**H. C. THOMPSON, Wichita, Kan.**

**SEEDS FOR SALE.**

**SOUND YELLOW Ear Corn** for sale. Branch Grain Co., Martinsville, Ind.

**HENRY C. ANTHONY**, Portsmouth, R. I., grower of seeds for the wholesale trade. Write for prices.

**FOR SALE**—Alsike and Timothy Seed. Write Walter G. Trumpler, Tiffin, O., for samples and prices.

**COW PEAS FOR SALE** in car load or local lots; Whipperwills and New Era variety. If interested, ask for prices. O. F. Goodin Grain Co., Charleston, Mo.

**WE HAVE** the largest crop of clover seed in 20 years. Write us for prices and samples. S. Bash & Co., Ft. Wayne, Ind.

**SELECTED SEED CORN** for sale. Standard White and Yellow Dent varieties. Write or wire for prices. Western Seed & Irrigation Co., Fremont, Neb.

**SEED CORN**—Well cured and matured, testing 98%. Fancy Oats, Clovers, and Timothy Seed; graded; re-cleaned. Samples free. De Wall Bros., No. G, Proctor, Ill.

**NORTHERN SEED OATS.** We can supply choice, heavy seed oats, raised in our cold climate, very hardy and rust proof. **FARGO SEED HOUSE**, Fargo, N. D.

**WE HANDLE ONLY THE BEST.** Try us for Farm, Field and Garden Seeds. They are selected and tested by Ames Experts and we know they are right. Summers Seed House, Malvern, Ia.

**GRASSES, CLOVERS, ALFALFA**, Cane, Millet, Seed Corn, etc. Straight or mixed cars. High-grade Alfalfa our specialty. Samples for the asking. The Mangelsdorf Bros. Co., Seedsmen, Atchison, Kans.

**WE CARRY** a full line of field and garden seeds. Send for catalog and samples and let us quote you prices. Clover seed our specialty. Address Younkerman Seed Co., Council Bluffs, Ia.

**PURE BRED SEED CORN.** Reed's Yellow Dent, Lemming, and Gold Mine. All fine yellow corn and good yielders. Sound, dry, deep grained, strong vitality. Satisfaction guaranteed. Crated, \$2.50; Shelled, \$2.00. W. W. Ellmore, Easton, Ill.

**REID'S YELLOW DENT** and America Pride Seed Corn, grown from prize corn, sold absolutely on approval. Ear, \$1.50; shelled and graded, \$1.25 per bushel. Fancy re-cleaned clover seed, \$6.00 per bu. Alsike Clover, \$8.00 per bu. Stowell's Evergreen Sweet Corn, \$3.50 per 100 lbs. Track here. Bags, 20c. Address Yost & Sherrick, Libertyville, Iowa.

**A LIMITED AMOUNT** of Reid's Yellow Dent Seed Corn; every ear tested; shipped on 10 days' approval; if not satisfied return same at my expense and money will be refunded. **EARLY CHAMPION SEED OATS** cleaned and treated for smut. Address J. W. Coverdale, Elwood, Ia.

**SEED BARLEY AND SEED OATS.**

Choice Upper River Barlev, absolutely clear from seeds and wild oats, good color and heavy. Choice bright, fair weight, absolutely clean, pure white Banner Oats; also choice field peas. Write for samples and prices, to R. E. Jones Co., Wabasha, Minn.

**THE ALBERT DICKINSON CO.**

Clovers  
Timothy  
Flaxseed  
Bromus inermis  
Dwarf Essex Rape Seed  
Main Office, CHICAGO, ILL.

**SEEDS**

Blue Grass  
Orchard Grass  
Millets, Hungarian  
Redtop, Seed Corn  
Peas, Beans, Bags, etc.  
MINNEAPOLIS, MINN.



## SEEDS FOR SALE.

FIELD SEEDS for sale. Get samples. and prices of W. H. Haner, Plain City, O.

WRITE for sample and price of our Northwestern Rust-Resisting Oats. L. N. Crill Seed Co., Elk Point, S. D.

CLOVER SEED, red and English, re-cleaned, guaranteed free from fowl seeds. Write for prices. A. T. Griffith, Columbus, Ind.

KAFFIR CORN and cane seed for sale. Prices and samples furnished on application. Address F. G. Olson Grain Co., Wichita, Kans.

Fancy Michigan No. 2 White Re-cleaned Seed Oats, testing 32 to 34 lb. also 38 lb. No. 2 White Clipped Oats. Prices on application. Stockbridge Elevator Co., Jackson, Mich.

CLOVER SEED for sale—We have a good supply of extra quality home grown Red Clover Seed for sale at \$9.00 per 100 pounds f. o. b. La Rose, sacks extra. Write for samples. La Rose Grain Co., La Rose, Ill.

SEED OATS—Pure-bred Swedish select oats. Big white berry. Best variety for feeding or milling; yielded 75 bushels per acre. Tests 36 to 40 lbs. Write for my freight prepaid price on 100 bushels to carload lots. L. C. Brown, La Grange, Ill.

SEEDS FOR SALE  
Millet, Cane and Kaffir Corn  
in carlots.

Prices on application.  
J. G. Peppard,  
Kansas City, Mo.

THE BEST ALFALFA SEED GROWS "OUT THERE IN KANSAS." We sell it. Ask for samples and prices. Small booklet on Alfalfa mailed free of charge. The Barteldes Seed Co., Lawrence, Kansas.

MILLET FOR SALE—We are situated in the largest Millet producing section in the state of Mo. and have a good supply of Millet fresh from the farm. Will sell in car lots or less. Prices on application. D. H. Clark, Galt, Mo.

SEED CORN—100 bu. carefully selected "Improved Leaming" in ear. A large yielder. Maturing here, 20 miles north of Mitchell, S. D. Price for the quantity, 90c per bu. Less quantity, \$1.00 per bu. Sacks extra. M. J. De Wolf, Letcher, S. D.

## NOBLE BROS.

DEALERS IN

Timothy, Clover and  
Field Seeds

Write us for Samples and Prices

Foosland Illinois

## SEEDS FOR SALE.

SEED FOR SALE—Medium and Mammoth Clover, free from buckhorn; Alsike free from sorrel; also Timothy. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

SEEDS FOR SALE—Clovers, Timothy, Alsike, Millet, Red Top and other Field Seed. Write us for prices and samples, stating quantities wanted. The Illinois Seed Co., Chicago, Ill.

FOR BRAN, Shorts, Kaffir Corn, Cane, Millet, Clover, Alfalfa Seed, and Alfalfa Meal, and Red Texas Oats, write Simmonds-Shields Grain Co., Kansas City, Mo., for prices. Can ship straight or mixed cars.

SEED OATS FOR SALE—We offer WHITE RUSSIAN SEED OATS originating in the best oats producing section of Nebraska, free from foreign grains and seeds, thoroughly re-cleaned, testing 30 to 32 pounds per bu., at 54c f. o. b. cars Omaha or Council Bluffs, Iowa. Shipments can be made via any line. Write for samples. The Updike Grain Company, Omaha, Neb.

## SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

FIELD SEEDS WANTED. Send samples to W. H. Haner, Plain City, O.

WANTED—Medium Red Clover. Send me samples and lowest prices. P. L. Rivard, Pocahontas, Ia.

WANTED—Red Top, Amber and Orange Cane Seed. Quote us. Doggett Grain Co., McKinney, Tex.

QUOTE US Milo Maize, Cane Seed, Siberian Millet, Early Fortune Millet. The Quaker Oats Co., Chicago.

BIG FOUR SEED OATS, or other early white variety. Want 2 cars. Offer with sample. H. H. Emminga, Golden, Ill.

## SEEDS WANTED.

PERSONS desiring to sell sorghum seed or buy peas, cow peas, address T. H. Williams, Broad St., Atlanta, Ga.

WE WANT Big Four, Swedish Select or Silver Mine Seed Oats. Send sample and price. Theo. Burt & Sons, Melrose, O.

RED CLOVER WANTED: Mail samples and quote lowest prices. Sample bags mailed on request. The Mangelsdorf Bros. Co., Seedsmen, Atchison, Kan.

MILLET SEED WANTED—Also Clover. Send samples, stating quantities you can offer and your lowest prices. Jameson, Hevener & Griggs, St. Paul, Minnesota.

WANTED—Clover Seed. Will buy bad Buck-horn lots, and Clover tailings. Send fair, average samples, with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, O.

WE BUY Medium. Mammoth or Alsike Clover, Amber Cane, Timothy, Hungarian, German Millet, Speltz, Grain screenings and grain for chicken feed, popcorns, etc., in car lots or less. The Kelly Co., Seed Merchants, Cleveland, Ohio.

SEEDS WANTED—Field Seeds, Clovers, Timothy, Millets, Pop Corn, Red Top, etc. Send samples and name quantity. You can have sample envelopes for the asking. The Illinois Seed Co., Chicago, Ill.

SUNFLOWER SEED WANTED. We wish to get in touch with anyone who has large or small quantities of sunflower seed for immediate shipment. Let us know what you have and we will make you a bid. Address Sunflower, Box 10, Grain Dealers Journal, Chicago.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.  
Send Us Your Samples.

ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

## SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

## CARGILL ELEVATOR COMPANY

Wholesale Dealers in Field Seeds

MINNEAPOLIS,

MINN.

NEW KROP  
KAFFIR  
ORN

J. R. Tomlin Grain Co.  
Kansas City, Mo.

GET OUR PRICES

## SEED OATS CORN

Pure seed from crop of 1908. High bred EDGEWORTH OATS. Booklet and price list will come without cost. Pure seed corn, EDGEWORTH strain, Reid's yellow dent. Maturity about two weeks earlier. All of our seed offered for sale grown only on our own land and under our own management. Sold ONLY by MERRITT GREENE & SON, Marshalltown, Iowa.

## The INVINCIBLE

### COMBINATION SCOURER, CLIPPER AND CLEANER

Two Machines in one at about cost of One,  
Economize Space, Price.

The three best methods of treating oats with one machine is by the Invincible method. This wonderful machine may be used as cleaner, scourer or clipper, or all three in one.

When the machine is used as a cleaner only we use a "carry-by spout" giving the use of the shaking shoe and screen action, as well as the benefit of the air separations in the first and second separating trunks, making it practically a receiving separator.

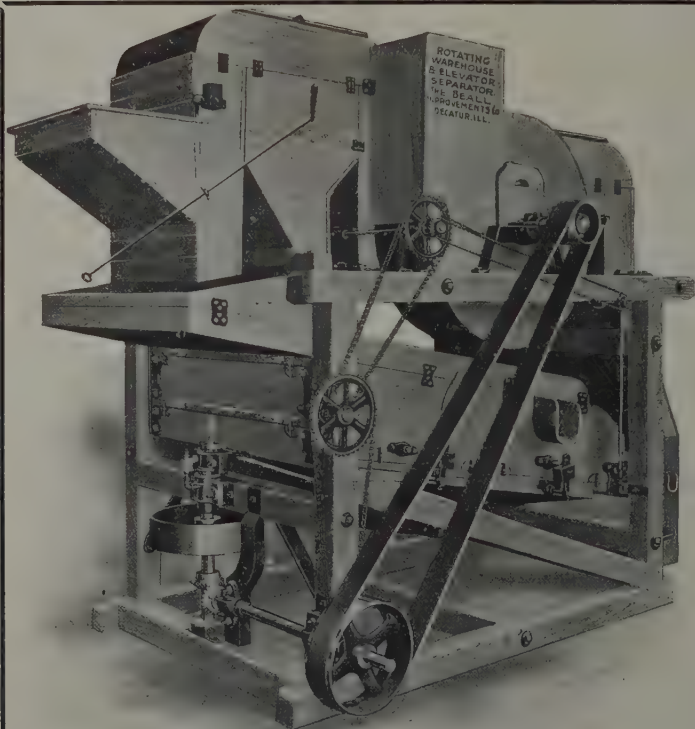
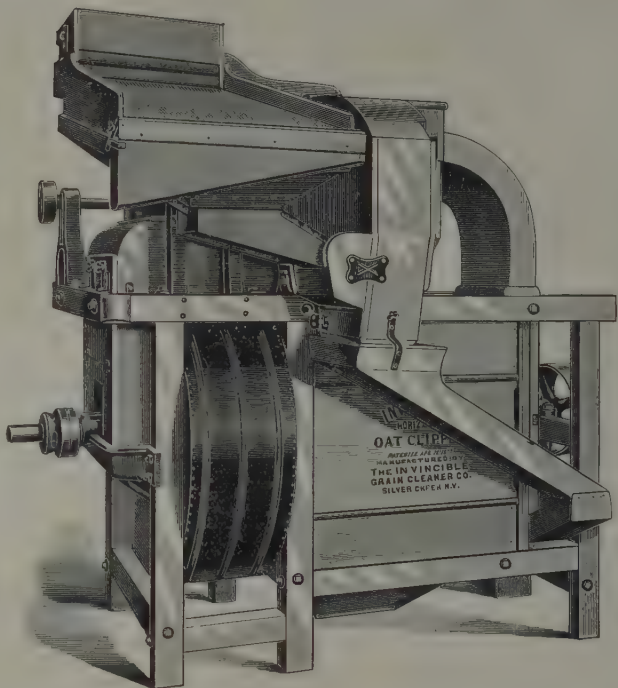
When used as a scourer or clipper, the "carry-by spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly effected. The grain passes over the shoe and into the first air separation, through the scouring or clipping cylinder, and is discharged into the second air separation.

## INVINCIBLE GRAIN CLEANER CO

SILVER CREEK, N. Y.

REPRESENTED BY  
J. H. PANK, 512 Traders Building, Chicago, Ill., Phone Harrison 667.  
SOUTHWESTERN OFFICE 225 Exchange Building, Kansas City, Mo.  
C. L. HOGLE, 628 Board of Trade, Indianapolis, Indiana.  
CHAS. BEATLEY, Terminal Hotel, St. Louis, Missouri.

N. W. REPRESENTATIVES  
Strong-Scott Mfg. Co., Minneapolis, Minn.  
Send for 1909 Catalog.



## We are proud

of this machine.  
We feel that we can say truthfully,—not boastingly—"it is the best Separator ever offered grain dealers."

Write for descriptive circular  
No. 10.

**The Beall Improvements Company**  
DECATUR, ILL.



## GRAIN DEALERS' JOURNAL

Published on the  
10th and 25th of Each Month  
by the  
**Grain Dealers Company**  
255 La Salle Street, Chicago, Ill.  
**CHARLES S. CLARK,**  
Manager.

### Subscription Rates

To United States, Canada and Mexico one year \$1.50; two years \$2.50.  
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.  
A Red Wrapper on your Journal means your subscription has expired.

### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 10, 1919.

BAD ORDER cars always make trouble for the shipper who entrusts his grain to their care. It makes no difference what the station agent writes on the B/L.

GRAIN SHIPPERS in the Southwest who protest the conditions of the uniform B/L, are being assessed 10% extra—probably because they live in Texas and the railroads desire to avenge other wrongs.

ASSESSORS have made so many errors in recent years in assessing elevator property, many grain dealers are studying the tax laws relating to their business, in the hope of securing an equitable assessment.

MR. SHANAHAN, of the Agricultural Dept., was on hand at the Kansas City meeting with the same old dirge over the suffering of the poor Europeans engaged in importing American grain. True, he had a few new facts, but the whole burden of his story is the protection of the foreigner. Now, we are not disposed to deny there are some dishonest men engaged in the export trade of this country, but we believe the percentage of honest men is just as large on the American as on the European side of the pond.

AS DISMAL a figure of weakness as humanity ever presents, perhaps, is a grain dealer accepting the bid of an irresponsible track buyer because it is an eighth over the bid of firms noted for their square dealing.

GRAIN DEALERS who doubt the efficiency of co-operation cannot overlook the fact that all Kansas shippers would now be cooping their cars at their own expense had not the Grain Dealers Ass'n vigorously and quickly protested against shippers being so burdened.

THE PROVINCIAL governors of Western Canada are credited with having refused to establish government elevators for handling grain—and well they have. The opportunity afforded by such an undertaking for the grafters of the earth would prove far too inviting for all of them to resist.

A FIRE started by spontaneous combustion in a bin full of ground corn cobs at Nashville, recently, refused to succumb after many barrels of water had been poured onto it, so the whole pile was shoveled into the street and the owner has resolved to store no more ground corn cobs in his plant.

THE persistent repetition of the false report that the Texas Grain Dealers Ass'n has been heavily fined by the Texas courts, its charter canceled, and its dissolution ordered, warrants our repeating the denial and calling attention to Sec'y. Dorsey's denial, which is published elsewhere in this number.

THE HUNDRED-POUND dockage practice in vogue at Kansas City must be frightfully sore these days, for last week nearly every shipper at the meeting gave it at least one hundred raps for every pound of dockage. The dockage is indefensible, but will not be discontinued unless the shippers keep knocking.

SHORTAGES, no doubt, are due, in a large measure, to defective cars, but many of these can be prevented if shippers will exercise more care in cooping cars. It does not matter that the courts decide it is not shippers' duty to coopeer cars furnished for transporting their grain, for unless they do coopeer them well, shortages are sure to occur.

MANY of the state legislatures are enacting additional legislation against the iniquitous bucket-shops, and some of the bills, if passed and enforced, will put at end these faro bankers and sharks of many stripes. On the other hand, the legislatures are beginning to recognize the necessity of permitting the selling of grain for delivery today, tomorrow, or next month. Dealing in grain for future delivery is quite a different proposition from the bucket-shops' practice of betting on the next turn of the quotations.

RE-INSPECTION of grain, after it arrives at elevator, should that be more than 24 hours, should make no difference to the shipper. The first inspection on all shipments arriving in every market should govern, unless an appeal is taken before the following noon. Requiring a shipper to guarantee the grade of his grain indefinitely is unreasonable and unfair.

ARKANSAS'S life-size edition of Ben Tillman made a long speech in the United States Senate recently, in an endeavor to induce his co-laborers to suppress speculation in agricultural products. His lack of any definite knowledge of the subject and his eagerness to malign everybody and everything, helped the cause of future trading. It is to be hoped that Senator Jeff Davis will continue to make speeches.

DEALERS who were in the grain business before the days of organization—before the members of the grain trade were working together for the promotion of common interests, should read carefully the improvements briefly referred to by the President and the Secretary of the Kansas Ass'n in this number: take courage and look around for an opportunity to help along the cause of other needed improvements in the trade.

EVERY MARKET cursed with dual grain inspection departments is in favor of Federal grain inspection, because it hopes thereby to drive the state politicians out of business. Judging from the expressions of a number of those identified with state inspection departments, they do not propose to give up, so the suffering markets, by working for Federal inspection, are threatening their business with a triple dose of the same curse.

WIND damaged elevator property throughout the West and Southwest two weeks ago, wrecked cupolas and blew snow into cribs and defective cars, at the expense of many grain dealers. Rumor had several elevators blown down, but we were unable to confirm the information. The wonder is that some of the monuments to the early barn-builders did not fall in a heap, so that the owners could have an opportunity to erect the substantial elevator.

GRAIN SHIPPERS everywhere are most vigorous in denouncing the iniquitous provisions of the uniform B/L, but none have yet presented a formal complaint to the Interstate Commerce Commission. Gradually, but certainly, the railroads are bringing about the enforcement of every one of the objectionable features of that bill and unless the shippers awake, get together and protest against every one of the objectionable features of the bill, they may expect ultimately to be required to accept every one of its onerous conditions.

PAYING for a side-track to your elevator, which is soon to become the property of the railroad company, is one of the pleasant privileges now permitted Kansas elevator men by existing laws, which some of the grain dealers of that state propose to have changed.

SO FAR on the present crop, but few shippers have experienced much trouble from heating of new corn, but so much of it has been piled out in the open, on the ground, and without cover, that elevator men buying in sections cursed with farmers of shiftless character, must look forward to the germinating season with their usual misgiving.

UNDER-BILLING grain shipments, in order to save freight, has been detected in several cases recently, by the Interstate Commerce Commission and the offenders are now being prosecuted. The Manager of the Victor Milling Co., of Springville, N. Y., was recently fined for having under-billed a shipment. If discrimination is to be prevented, under-billing must be stopped. In order to stop it, some heavy fines must be assessed and, no doubt, they will be.

THE CAUSE of good roads was championed by several speakers at the recent meeting of Kansas grain dealers, who fully realize the great cost the farmers of the country are paying for the privilege of using the most expensive of all roads—the bottomless dirt roads. When the country is provided with roads that are passable at all seasons of the year, the country grain markets will be open to farmers thruout the winter and they will be able to market their grain gradually, instead of rushing it to market in the fall.

PAYING INTEREST on drafts attached to Bs/L has been objected to by many shippers, but after they have carefully investigated the true relation of themselves to the commission merchant, they always insist on paying the interest until the grain is weighed and title passes. Kansas dealers discussed this question at length in their meeting last week, but not one of them desires to "sponge" the use of money off his commission man—his agent who gives his services for the commission and the use of his money for the interest it costs him.

CHOICE seed oats are sure to command a higher premium this year than for many seasons past. The poor crops of recent years have left most of the farmers without any oats that are really fit for seed. In a few sections here and there, bright, plump, heavy oats are to be obtained, but the avidity with which they are being grabbed up at high prices proves choice oats to be a real prize. Several exchanges have requested the government to suspend the duty on oats imported for seed, but with its usual alacrity, the real need for the free admission of seed oats will have passed before action is taken.

REBATING is a thing of the past, yet Wilbur Stith, formerly Traffic Mgr. of the M. P.-Iron Mountain R. R., was fined \$2,500 and costs last week for granting rebates to T. H. Bunch Grain Co., of Little Rock. Notwithstanding that some people continue to pay fines for the privilege of rebating, it is the prevailing opinion that the fines are generally heavy enough to bring about an early cessation of the practice.

COUNTRY ELEVATOR men who seek to secure relief from weevil or other grain-infesting insects by the use of bi-sulphide of carbon, must exercise great care in its use, or else lose their property. As is cited elsewhere in this number, the Kansas dealer whose elevator man was applying carbon to a bin, encountered an explosion which came very near destroying the plant. Cleanliness is absolutely necessary if you are to keep your house free from insects. It is also necessary, if you are to avoid a great and unnecessary increase in the ordinary fire hazard of your plant; but the toleration of all this is better than the careless use of bi-sulphide.

NORTH DAKOTA'S legislature sent a committee to Minneapolis last week to investigate the Minnesota grain inspection and weighing department and the committee left, satisfied that the grading and weighing is honestly done, that the system is scientifically devised and intelligently conducted. The committee was received with open arms and granted access to every department. Before leaving, it asked that North Dakota be given a representative on the Boards of Grain Appeals at Duluth and Minneapolis. In the hope of convincing North Dakota shippers that the work of the Department is honestly conducted, an effort will be made to grant the representation asked. The Minneapolis Chamber of Commerce and the Duluth Board of Trade have already recommended that the request be granted.

LOCOMOTIVE SPARKS caused so many destructive fires in grain elevators last year that the mutual companies have been forced to consider the advisability of advancing the charge for shingle roofs to several times its present figure. This is as it should be. Elevator men all over the country have been called upon for heavy assessments to pay the losses of parsimonious builders who sought to save 15 cents by covering their plants with shingles, when nothing combustible should have been considered. Dried grass and litter around an elevator, cob piles, corn husks, bird nests in the eaves, broken or open windows which are not protected by small mesh screens, were directly responsible for the complete destruction of much property during the dry season of the past year. While the elevator builder may be able to put up the house a trifle cheaper, the elevator owner is quite sure hereafter to be charged a rate on the entire plant and contents more than enough higher to offset the saving affected by using the combustible shingle roofs.

THE FULTON BILL authorizing a suspension by the Interstate Commerce Commission of a proposed change of rates by railroads when protested by a shipper, has been declared unconstitutional by Senator Elkins of the Senate Commerce on Interstate Commerce. The Senator's large railroad interests constrain him to believe that the conferring upon the Commission of power to suspend a rate would ultimately turn over to that body the function of initiating rates for the entire country, all of which means that the shippers will have to bring more influence upon Congress before any relief is granted. Freight rates have not been advanced or even changed, of course not, if you believe what the officials of the railroads desiring more advances, say, but the report of the Interstate Commerce Commission shows that between July 1, 1906, and Jan. 15, 1909, over 600,000 schedules of rates, including classifications and supplements, were filed with the Commission. Many advances in grain rates are cited, but they do not seem to have been sufficient to satisfy the traffic managers. As soon as Congress adjourns, more advances may be expected, unless the Interstate Commerce Commission is given authority to investigate the proposed advances before they take effect.

#### ELEVATION ALLOWANCES TO ALL; IF TO ANY.

The Interstate Commerce Commission has recently rendered two decisions, granting elevation allowances to operators of grain elevators at Omaha, and Atchison, which had previously been denied by the Union Pacific and the Mo. Pacif. railroad companies.

The reparation awarded the different firms will amount, all told, to about \$15,000, which will go far toward consoling the elevator men discriminated against. In the case of the Union Pacific, the Commission holds that its reason for declining to grant the elevation allowance to each of the plaintiffs in the case quoted elsewhere in this number, was not a valid one; and hence it was guilty of discrimination against them. With such a view of the case, it was but natural that the Commission should also hold that the complainants were entitled to recover, as damages, elevation allowances at the rate granted the Peavey Co.

In the decision favorable to the Washer Grain Co., the Commission held that "Hereafter wherever elevation in the transportation sense of the term is afforded by the railroads it must be without any commercial advantages to the shipper either in the way of mixing, grading, cleaning, clipping, or of storage beyond the period of ten days."

In view of these decisions, no doubt, many other elevator men who have never received an elevation allowance will now apply, and if refused, will go to the Commission to have the discrimination stopped and an allowance granted them. It has always been maintained by the rank and file of the trade that if elevation allowances were to be granted any, they should be granted to all, otherwise many would suffer from discrimination.



## THE GRAIN TRADE MISREPRESENTED.

Grain dealers who have faith in the ability of the Federal Government to inspect grain fairly and equitably, should make haste to read report No. 771, filed recently by Mr. Dolliver, from the Committee on "Agriculture and Forestry." It is the greatest collection of misinformation yet printed, and the wonder is that the gold-brick experts of the country do not devote their entire time to selling gold mines to the members of this credulous committee. If one-tenth of the charges made in this outrageous report were true, then most of the grain dealers of this country ought to be in jail, and could be placed there if the laws were enforced. The report proves conclusively that the committee to whom is entrusted the task of investigating the needs and demands for Federal inspection have failed utterly to grasp the methods of handling grain in this country, or the aims and purposes of the men engaged in the grain business. The bill stands a sad reproach upon the intelligence of the men composing the committee—men who are supposed to be citizens of an agricultural country and wise law-makers for a great nation.

Many malicious misstatements and false charges contained in the report show clearly the work of Populist McCumber, the Senator from North Dakota with one ambition, one purpose—the termination of the grading of North Dakota grain by citizens of Minnesota. By misrepresenting the service obtained in the Minnesota terminals from the state grain inspection department and persistently agitating against such service the blatant demagog has not only succeeded in keeping his place in the United States Senate, but has stirred up a feeling of enmity between citizens of the two states ill-becoming men of this day and age.

European importers continue to buy our grain, regardless of the enormous crimes committed against them by nearly everybody engaged in the grain business in this country. This is truly pitiful, but Mr. Dolliver and the rest of his bucolics should not overlook the fact that the exporting of grain from the United States will not long continue, because our home market will soon absorb more than we produce.

Last year, when the representatives of the Grain Dealers' Nat'l. Ass'n. were in Washington, they also were amazed by the enormous amount of misinformation which the Agricultural Committee had accumulated and there and then adopted a resolution which is quoted elsewhere in this number by Sec'y. Langson of the Milwaukee Chamber of Commerce, calling upon Congress to investigate the methods of the grain trade, that it might consider the question of Federal inspection with an accurate knowledge of the facts.

The report has been replied to by several different exchanges and the views of officers of other grain exchanges are published elsewhere in this number. If the grain trade is to permit the vicious misrepresentation of the Senate Committee to go without convincing denial, then it must expect burdensome legislative interference and regulation as well as politicians for grain inspectors.

## Changes in Grain Rates.

Among the new grain tariffs filed with the Interstate Commerce Commission as reported in the *Traffic Bulletin* are the following:

An error in the Mo. Pac. tariff reported under this head Jan. 10 made the rate 10c, when it is 19c on corn from Kansas City, Leavenworth, Atchison and Elwood, Kan., to Pensacola, Fla.

C. & N-W., wheat, Davenport, Ia., from Blue Earth, Minn., 12½c; from Sleepy Eye, 13½c, and from Aberdeen, S. D., 17c, effective Mar. 1.

Ill. Cent., popcorn, 14c from Omaha and Council Bluffs, Ia., to Chicago, effective Feb. 20.

Kewaunee, G. B. & W., grain, from Kewaunee, Green Bay, Iowa, Stevens Point, Grand Rapids and Arcadia, Wis., to St. Paul and Minneapolis, Minn., 12½c, effective Feb. 24.

Mich. Cent., 8c on grain from Charlotte, Mich., to Chicago, effective Feb. 26.

Mich. Cent., 2½c on grain from Matteson, Ill., to Gibson, Hammond, Ind., and Kensington, Ill., effective Feb. 20.

Mich. Cent., 4½c on grain from Joliet, Frankfort and Spencer, Ill., to Chicago, Kensington, Ill., Gibson and Hammond, Ind., effective Feb. 20.

Wis. Cent., flaxseed, Chicago to Manitowoc, 12c; Milwaukee to Manitowoc, 8½c; effective Mar. 1.

Wis. Cent., 12½c on grain and grain products between Chicago, Milwaukee, Manitowoc, and St. Paul, Minneapolis, effective Mar. 1.

The allowance made to shippers for grain doors is covered by the Oklahoma Central in its tariff ICC No. 21; by the St. Louis Southwestern in its tariff ICC No. 2857 applying at Cairo and ICC No. 2856 applying at St. Louis; by the C. I. & L. in its tariff ICC No. 2059.

Cleaning and milling in transit at Atchison, Kan., is covered by the C. B. & Q. in tariff ICC No. 9335.

Rules governing the elevation allowance at St. Louis and Cairo, Ill., have been published by the St. Louis Southwestern in tariff ICC No. 2854.

C. & A., amend. 10 to ICC No. 1745, grain and grain products, Kansas City, St. Joe and Elwood, Kan. to Ill., Ind., Mich., Minn., Missouri, Ohio and Wis.

Big Four, 832-1, grain from all its stations to eastern and interior points.

Great Western, barley, between Peoria, Ill., and points in Minnesota, sup. 6 to ICC No. 3626.

Northwestern, amend. 21 to ICC No. 6222, grain, between station in Illinois and Wisconsin.

Erie, ICC No. A4003, grain, from stations on Ashland & Western to stations on Erie and C. & E. I.

Great Northern, sup. 9 to ICC No. A2367, corn, oats and feed from Sioux City, Yankton and stations in Nebraska to Wis., Minn., and N. and S. Dak.

Mo. Pac., sup. 25 to ICC No. 9985, grain and seeds between Missouri River points and its stations in Mo., Kan., Neb., Colo., Okla., and connections, effective Feb. 25.

Bangor & A., grain, from Northern Maine Junction, Me., or Oldtown, to Caribou, Fort Fairfield, Limestone, Presque Isle, Van Buren, 18½c, and Houlton, Me., 14c, effective Mar. 1.

Great Western, wheat, from Missouri River points when from beyond, to Cairo, Ill., New Albany, Jeffersonville, Ind., Cincinnati 13c and Louisville, 14c, when for beyond, corn and oats 12 and 13c respectively, effective Mar. 3.

D., T. & I., 22c on corn from Kewaunee and Manitowoc, Wis., when from beyond, to St. John, N. B., effective Mar. 3. Iowa Cent., corn, rye, oats and barley from Des Moines, Ia., when originating beyond to Louisville, Ky., 12c; Cairo, Ill., 10c, when destined to D. S. E. points, effective Mar. 5.

L. S. & M. S., grain and grain products, from Auburn Jct., Butler to Sandusky, O., 7c; from Elkhart, Ind., to Milwaukee, 9½c; Sandusky, O., and Terre Haute, Ind., 8c, effective Apr. 1.

N. Y. Cent., buckwheat, from Findley, Prescho, N. Y., Elkland, Knoxville, Cowanesque, Nelson, Osceola and Westfield, Pa., to Coshocton, N. Y., 8c, effective Mar. 1.

Union Pac., 14c on millet seed to Omaha and Council Bluffs from Spence, Hanover, Hollenberg, Steele City, Kan., Endicott and Fairbury, Neb.; effective Mar. 11.

Vandalia, 3½c on grain from Indianapolis to Clayton, Ind., effective state Feb. 9, interstate Mar. 4.

Wabash, grain from Pittsburg to Baltic, Pa., 7c, to Bellevue, Pa., 8c, effective Mar. 5.

Adjustment of expense for grain doors is provided for by the Central Indiana in ICC No. 143; by the Detroit & T. S. L. in ICC No. 284; and by the Norfolk & Western in ICC No. 3376.

At Ord, Neb., the C. B. & Q. has made effective Mar. 5 ICC No. 9310, governing cleaning, shelling, sacking and reconsigning of grain.

Reshipping rules for Cincinnati, O., on grain and grain products to Augusta and Savannah, Ga., and Charleston, S. C., and Jacksonville, Fla., are given by the Norfolk & Western in ICC No. 3120, sup. 278, effective Mar. 15.

The Frisco System in sup. 49 to ICC No. 5130, and sup. 15 to ICC No. 5296, effective Mar. 12, gives general instruction governing transportation of mixed carloads of grain, grain products and seeds.

Santa Fe, amend. 24 to ICC No. 4032, grain, seeds and broomcorn, between Kansas City, St. Joe, Atchison or Leavenworth, Kan., to Chicago, Ill., and Stigler, Okla., effective Mar. 12.

Ann Arbor, ICC No. A 67, grain from stations on Ann Arbor to points in Michigan.

C. B. & Q., ICC No. 9320, grain, broomcorn and seeds, between points on O west of Missouri River and Chicago, Peoria, St. Louis, St. Paul and Duluth, effective Mar. 5.

C. B. & Q., sup. 8 to ICC No. 6833, corn, from points in Neb. to Kansas, effective Mar. 17.

C., M. & St. P., ICC No. B 1298, corn and oats, from Missouri River points, when from beyond, to Ohio River crossings, destined to Carolina territory, effective Mar. 1.

Rock Island, sup. 33 to ICC No. C 8117, grain, seeds, broomcorn, hay straw and corn husks, from stations in Colo., Kan., Neb., and Okla., to Memphis, Little Rock and New Orleans, effective Mar. 8.

Ill. Cent., sup. 2 to ICC No. A 6716, corn and oats from points in Illinois to New Orleans, effective Mar. 6.

By special permission the Mo. Pac. has made effective Feb. 1 ICC No. A 789, governing elevation charges on grain and seeds transferred thru elevators at Omaha, South Omaha, Nebraska City, Council Bluffs, Atchison, Elwood, Kan., Leavenworth, Kansas City, Kan., St. Joe, St. Louis, East St. Louis, Ill., and Coffeyville, Kan.

# Letters

## From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### USED WEIGHT TICKETS TWENTY-EIGHT YEARS.

*Grain Dealers Journal:* I have been in the grain business for 28 years, and have always used weight tickets, keeping a stub copy on weight book.

I always insist on return of weight receipts when payment is made. I had one case where receipt was raised, but detected it before payment.—F. E. Lowry, Granger, Ind.

### INSISTS ON RETURN OF WEIGHT TICKET.

*Grain Dealers Journal:* I would not run a grain business without duplicate weight tickets, as I do not consider it a safe and proper way to do business.

My tickets are duplicate, with carbon copy, so there is no chance for disputes. They also are numbered consecutively. I never had a dispute in 12 years.—E. J. McGlenn, Hoven, S. D.

### INTEREST AGENTS IN THEIR WORK.

*Grain Dealers Journal:* I am interested in the doings of the grain trade and have thought it would be to the company's interest to send the Grain Dealers Journal to its agents. Whatever the company, an agent is working for, it would be to its interest to send him the Journal, as in that way they would awaken an interest in the work their employees are engaged in.

It would be my greatest wish that all grain firms would look into this and keep an up-to-date live paper of the grain trade in their respective offices for their agents, thus to keep them posted and to educate them to the interest of the grain trade.—J. S. Broberg, Agent Minneapolis & Northern Elevator Co., Hillsboro, N. D.

### WANTS LAW TO DEDUCT SHORTAGE CLAIM FROM FREIGHT BILL.

*Grain Dealers Journal:* We have been advocating for some years the advisability of getting our state legislature to amend Sec. 118 of AN ACT REGULATING THE RECEIVING, TRANSPORTATION AND DELIVERY OF GRAIN by railroads, Etc. (Approved Apr. 25th, 1871. In force July 1st, 1871, p. 636); After that part which says:—

"DAMAGES. In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of such grain not delivered at the time and place when and where the same should have been delivered."

Here add the following amendment: "The said amount of shortage shall be deducted from the freight on said car when the freight is paid."

This little clause would save to the shippers of Illinois, and to the farmers,

thousands of dollars annually, and an endless amount of trouble. As it now is dealers and shippers in most cases wait months and years and a very small per cent of their claims for shortages are ever paid. We presume that most of the shippers are aware that the law as it now stands also reads: "And such corporation shall weigh and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the FULL AMOUNT of grain, WITHOUT ANY DEDUCTION for leakage, shrinkage or other loss in the quantity of the same."

We think that by all means our state grain associations and the National Association should take immediate steps to have the Warehouse Law amended by the states and also the Interstate Law amended to cover the same point.—Yours truly, E. R. Ulrich, Jr., Springfield, Ill.

### AVOID PAYING TWICE FOR SAME LOAD.

*Grain Dealers Journal:* We issue tickets for every load and when sold tickets are stamped "Paid" and the duplicates are also stamped. We find this system best, as there is no chance for a person to sell the same load twice or to alter the figures without our knowing it. We

No. 19199 Date 190

Name

GROSS

Tare

Net

Bushels

Kind of Grain

have never had any trouble during the past three years that we have used these tickets. The tickets are printed eight to the page, perforated, with a carbon duplicate, both consecutively numbered. One is reproduced herewith.—J. M. Stroman, Agent Farmers Elevator Co., Carpio, N. D.

### CARBON COPY THE ONLY SAFE WAY.

*Grain Dealers Journal:* We issue a weight ticket for each load and keep an exact carbon copy of each ticket. The ticket we use gives date, kind of grain, owner's name, driver's name, weigher's name, gross, tare and net pounds, also gross bushels.

We insist upon our employees filling out every ticket completely, and demand return of ticket before payment is made just as much as a man would demand the return of a note before paying it.

Experience has taught us that this is the only safe way unless payment is made for each load as it comes in, in which case we issue the ticket just the same and destroy the original. Then we have the copy for record and future reference.

This method has saved us a great many unpleasant disputes as well as prevented double payment in a number of instances.—Grain & Mercantile Co., Dempster, S. D.

### KEEP CARBON DUPLICATE.

*Grain Dealers Journal:* We give weight tickets and keep the duplicate produced by carbon sheet, but keep no record of the weights.

I have paid a few tickets without their being produced, but it is not good policy, for we run the chance of paying for a load twice.

I think line houses do not give weights but expect every man to take a check or storage ticket before he leaves the place and I think it would be the better way, except when hauling from the machine. Even then the line company wants the farmer who hauls the load to take out a storage ticket for the owner.

I never had any trouble with duplicate weights, but had trouble before we used the carbon duplicate, when our weighmaster got the names mixed.—F. R. Schilling, Herreid, S. D.

### A CORRECTION.

*Grain Dealers Journal:* Space is asked for only a brief correction of errors in the Toledo "reply" to my recent letter: 1st, the wheat was sold for \$1.03 track here and the price offered for "sample" was 97c Toledo, which takes an 8 cent rate from here, making the proposed reduction 10 4/5 cents.

2d, on December 11, when the second car was inspected (the first still being on track in dispute) Toledo 2 Red was 1.04, and on the 14th, when the final appeal was made by telephone, which resulted in the canceling of the sale, Toledo 2 Red was 1.03 3/4, thus making both my statements well within the truth.

In conclusion I wish to congratulate the Journal on its large and alert clientele, as evidenced by letters I have received from widely separate sections. Those whom I have classed as "country shippers" are essential to both the railroads and terminal markets, and if they can secure men of the Roosevelt type (from either political party) to represent them in congress or legislature the way can be paved for a fairer deal all around.—A. E. Lawrence, Decatur, Mich.

### SHIPMENTS OF PACKAGE FREIGHT AND MIXED CARLOADS.

*Grain Dealers Journal:* The following rule became effective on all Western Railroads November 1, 1908:

"Each Package, Bundle or Piece of less than carload freight must be plainly and indelibly marked, showing the name of consignee and the name of the station, town or city, and the state to which destined. Pasted labels or securely fastened cloth-lined, metal or leather tags may be used. \* \* \* Freight not marked according to the above requirements will be rated one class higher."

The difference in freight rates between the two classes depends upon distance and points of origin and destination. For instance, if Chelsea, Iowa, should ship 100 bags of timothy seed to Chicago without marking each bag as directed above the freight rate would be 47c per one-hundred pounds, but if all the bags were marked the rate would be 37c.

*Mixed carloads*—The general rule of all Western Railroads governing shipments of mixed carloads of grain, seeds,



etc., provides in substance, as follows: "On shipments of mixed carloads of grain or seeds, or grain and seeds, the highest carload rate of freight and highest minimum weight of any commodity in the car will apply, provided that all or all but one of the different commodities are sacked."—Bogert, Maltby & Co., Chicago.

## LEAKY CAR REPORTS GOOD IDEA.

*Grain Dealers Journal:* Your idea of having your different correspondents report leaky cars to you is certainly a very good one, and we hope it will prove successful.—Cargill Commission Co., Minneapolis, Minn.

## REPORTS LEAKY GRAIN CAR.

*Grain Dealers Journal:* When I was at Sioux City a little over a week ago, while coming back over the C. B. & Q. at the junction of the O'Neill line, I noticed oats spilled the full length of the transfer track and across the scales. When I got to Dakota City I noticed the oats there on the side track again, and it looked as if the car was leaking from the end door or from the end of the car, for the oats were in the middle of the track. I believe they were at least two inches thick.—E. G. Harris, Winnebago, Neb.

## HAVE FAILED TO FILL THEIR CONTRACTS.

*Grain Dealers Journal:* Firms who fail to make good their contracts or refuse to pay differences to buyers should be exposed. We have two small balances due us, which we are unable to collect.

H. C. Hoodelmier, Auburn, Ind., sold us a car of rye basis of Mansfield weights and grade. He sent us invoice for same, and when the car was weighed up it was short 2,090 lbs., and as it was also below the minimum weight we charged him freight penalty on 4,150 lbs. to protect us on the carload weight of 40,000 lbs. This made his account overdrawn \$6.71, which he refuses to pay, in fact he refuses to answer our letters or to honor our draft, and which therefore is a refusal to protect our turn weights.

The Holly Produce & Milling Co., Holly, Mich., sold us a car of rye on Mansfield weights and grade. The car was short 300 lbs., and reached us in slightly leaking condition, but they refuse to reimburse us, stating that we should make claim on the Railroad Co., but this we refuse to do, as we bot the car on Mansfield weights. They are overdrawn \$4.46, which they refuse to make good.

We feel that we owe it to our competitors and to the grain trade in general to expose people who will not protect their contracts, and we would be thankful if others would do the same thing, so that the dealers everywhere would do business on an honorable basis, and the men who do not would soon be weeded out. Yours very truly, The Goemann Grain Co., per H. L. Goemann, Pres., Toledo, O.

At a recent executive meeting of the National Hay Ass'n resolutions of respect were adopted by the committee in memory of Harry W. Benedict and Willis Bullock deceased.

It seems that after one has taken the Grain Dealers Journal a while he can not get along without it. It gives him all the up-to-date news and keeps a man posted on many important matters pertaining to the grain trade.—F. M. Smith, agt. St. Anthony & Dakota Eltr. Co., Willow City, N. D.

## Annual Report of Minnesota's Inspection Department.

Chief Inspector F. W. Eva in his annual report to the Railroad and Warehouse Commission of Minnesota says, The total amount of grain inspected "on arrival" during the crop year ending Aug. 31, 1908, at the terminal points of Minneapolis, Duluth, St. Paul, St. Cloud, New Prague, Sleepy Eye, Kasota, Montgomery and New Ulm amounted to 186,669 carloads, divided as follows: Wheat, 113,592; Corn, 4,966; Oats, 16,064; Rye, 2,957; Barley, 24,269, and Flaxseed, 24,821.

The inspected receipts by carloads for the crop year of 1906-7 amounted to 223,873 carloads divided as follows: Wheat, 149,303; Corn, 5,687; Oats, 16,683; Rye, 3,136; Barley, 19,529; Flax, 29,535, showing a net decrease in receipts of 37,204 carloads of all kinds of cereals.

**BAD ORDER CARS:** The inspection and weighing departments have been especially vigilant in looking after the condition of grain cars arriving at the various points of weighing and sampling, and special watchmen have patroled elevator and railroad yards continually so as to reduce to a minimum the loss to shippers through pilferage. Out of a total of 186,669 cars inspected "on arrival" during this crop year only 13,849 cars were found in apparent bad order. This amounts to .074 per cent of the total cars received. These bad order conditions may be classified as follows: Side doors with no seals, 6,342; side doors with broken seals, 551; open and open side doors, 1,425; leaky grain doors, 1,237; leaky boxes, 729; doors with no fastenings, 2,096; doors with poor fastenings, 850; cars having no side doors, 615; cars with leaky roofs, 4.

**REINSPECTION AND APPEALS:** Out of a total of 240,422 carloads of grain inspected "on arrival" and "out of store," 54,922 carloads were held out for reinspection with the following results: There were 34,066 cases sustained, 13,886 cases with grade raised, 2,119 cases with grades lowered, and 4,851 cases with dockage changed.

Appeals to the Grain Inspection Boards (Boards of Appeal) were made in 31,420 cases. In 22,728 of these cases the decisions of the inspection department through the Chief Deputy Inspectors were confirmed and in 8,692 cases their decisions were changed.

Since the inspection by sample in the office has been inaugurated it has been much easier for grain firms to call reinspection and appeal owing to the fact that there is so little delay in securing samples for such cases. Owing to the possibility of market conditions being better grain firms have repeatedly held over cars and ordered re-inspection, thinking that they might be able to sell their grain after reinspection at a better price the succeeding day.

**DOCKAGE FOR IMPURITIES:** Of the 15,917 cars of spring wheat inspected "on arrival," all but 571 were docked for impurities contained, as follows: 5,666 cars were docked ½ lb.; 18,336 cars 1 lb.; 17,152 cars, 1½ lbs.; 17,607 cars, 2 lbs.; 9,315 cars, 2½ lbs.; 10,396 cars, 3 lbs.; 16,874 cars, 3½ lbs. and over. The average being 32.6 ounces per bu.

**FINANCES:** Total receipts from all sources during the year was \$260,998.26. The disbursements for the year were \$266,174.98, which resulted in a net loss for the crop year of \$5,176.72. The surplus from the preceding year was \$42,-

551.53, leaving a balance on hand August 31, 1908 of \$37,374.81. Fees for weighing and inspection have been maintained on the same basis as those which went into effect on Jan. 1st, 1907, pursuant to the order of the Railroad and Warehouse Commission.

## Texas Grain Dealers Association Not Dissolved.

H. B. Dorsey, Sec'y of the Texas Grain Dealers Ass'n, was in Chicago last week and his attention was called to articles published in many newspapers and trade journals to the effect that the charter of the Texas Grain Dealers Ass'n had been forfeited on account of violation of the Anti-Trust Law. Mr. Dorsey stated:

"There is not a word of truth in the report. The Texas Grain Dealers Ass'n is not a chartered institution and it has had no trouble in any of the courts of Texas. In the suit against the Texas Millers Ass'n, by the attorney general, the Texas Grain & Flour Co., which was incorporated under the laws of Texas, and a chartered institution, was made a party to that suit and in a compromise made between the Texas Millers Ass'n and the attorney general of the state, the charter of the Texas Grain & Flour Co., which was a company organized and incorporated by some of the leading millers of the state, was forfeited and no longer permitted to do business in the state. The Texas Grain Dealers Ass'n was not involved in any way in this suit nor has it ever been involved in any of the courts of the state in any way."

## Reimbursement for Grain Doors.

The Interstate Commerce Commission has just made public the following informal conference ruling:

With regard to Rule 78 that "A carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars unless expressly so provided in its tariff," the Commission now decides that its ruling and the requirements of the law thereunder will, for the present at least, be satisfied if the carriers that propose to pay shippers for grain doors furnished by such shippers, provide in their tariffs that where grain doors are necessary and are furnished by the shipper the carrier will pay the actual cost of such doors, with stated maximum allowances per grain door, and per car.

Such maximum allowances per door, and per car, must be reasonable, and where carrier pays for such doors on the basis of actual cost certified statement from shipper, verified, as to the number of doors furnished and the cars for which furnished, by carrier's agent, should in every instance be required.

There is a material difference between the furnishing of service or facilities to carriers by one who is not a shipper and the furnishing of the same facilities or services by one who is a shipper.

The per capita consumption of wheat is estimated at 7.04 bus. The estimate includes 1 bu. for seed leaving 6.4 bus. for consumption.—O. P. Austin, Chief of the Bureau of Statistics.

Cards with blank spaces on which to enter the visible supply and the weekly primary movement of wheat, are being distributed to their friends by Ware & Leland. The figures for the first half of 1908 are given for comparisons.

## Views of Grain Exchange Officials on Federal Inspection

### AGAINST FEDERAL INSPECTION.

*Grain Dealers Journal:* Our organization will express itself as being opposed to Federal inspection, and so advise our representatives at Washington.—Fred Muller, Sec'y, Board of Trade, Portland, Ore.

### FAVORS FEDERAL SUPERVISION.

*Grain Dealers Journal:* The Merchants Exchange is on record and a committee has appeared before the Senate Committee, favoring the supervision of the inspection of grain by the Government, believing in this way that the grain interests of the country will be best subserved.—Edward E. Scharff, President Merchants' Exchange, St. Louis, Mo.

### GROWING DEMAND FOR UNIFORMITY.

*Grain Dealers Journal:* Federal inspection of grain, if placed under civil service, is preferable to state inspection as at present constituted and especially when certain large central grain markets are subject to dual inspection controlled by separate commonwealths. There is a growing demand for uniformity of grain inspection, both in the domestic and export grain trade.—Yours very truly, Frank G. Crowell, President Board of Trade, Kansas City, Mo.

### IMPRACTICAL AND DETRIMENTAL TO GRAIN TRADE.

*Grain Dealers Journal:* In reply to your favor of January 30th, I beg to refer you to the enclosed letter and the accompanying resolutions, copies of which were mailed today pursuant to action of the Board of Directors on Jan. 28th.—Yours very truly, W. J. Langson, Sec'y, Milwaukee, Wis.

(Following letter mailed to Representatives and Senators from Wisconsin.)

Milwaukee, Feb. 3, '09.  
Dear Sir:—Enclosed find copy of resolutions adopted by the Grain Dealers' National Ass'n, which resolutions this Chamber of Commerce strongly endorses.

The Milwaukee Chamber of Commerce has always opposed any legislation favoring the Federal inspection of grain, considering that such inspection would be impractical, and detrimental to the best interests of the grain trade, and therefore ask you to use your best efforts to defeat Senate bill 382, which provides for such legislation.—Yours very truly, W. J. Langson, Sec'y, Chamber of Commerce, Milwaukee, Wis.

Whereas, There have been introduced into Congress several bills providing for the Federal inspection of grain; and

Whereas, These measures are predicated upon the assumption that the present system of grading and classification of grain is faulty; and

Whereas, There are public utterances of people unconnected with the grain trade which indicate that the business methods of that trade are not consistent with fair and upright dealing; and

Whereas, It is believed that the grain trade is composed of gentlemen of high morals, who conduct their business honestly, upon proper lines and without inordinate profits in any of its branches; therefore be it

RESOLVED, By the Grain Dealers' National Ass'n and other representatives of the grain trade, in Conference assembled at Washington, March 16th, 1908, that the Congress be and it hereby is petitioned to appoint a commission to investigate the grain trade, in respect to the first handling at terminal markets, the export of grain and kindred matters, it being be-

lieved that such an investigation would vindicate the grain trade and forever set at rest the agitation for government control of the inspection of grain.

### BETTER RESULTS FROM BUSINESS BOARDS.

*Grain Dealers Journal:* It would be a great mistake to adopt Federal Grain Inspection. Better results can be obtained from strictly business boards. Grain inspectors must be experts, secure in their positions and not subject to political changes. Present system is not perfect but the boards of trade are waking up and are anxious to improve and progress. Government supervision might not be as objectionable as Federal Inspection. Uniform Grades should soon be adopted and help some.—Yours truly, Frank I. King, President Produce Exchange, Toledo, O.

### IMPRACTICAL AND EXPENSIVE.

*Editor Grain Dealers Journal:* I believe Federal Inspection of Grain impractical, expensive and only another cheap exhibition of machine politics. The Government inspection of grain would entail a large additional expense upon the grain interests of the country; it would compel the employment of a small army of the various inspectors and assistants which would be selected in most cases, with reference to their political influence rather than their experience and ability as expert judges of grain.

In case of appeal from decision of Chief Inspector, the present bill provides that the final appeal shall be made to the Secretary of Agriculture. Such a provision would entail the use of much red tape, loss of time, damage and expense.

What the business men of this country want are less laws and tinkering with tariffs; they will adjust their various interests to existing laws, thereby assuring them of a permanency of government that at present is sadly lacking.—Yours sincerely, John Wynne, Jr., President Board of Trade, Detroit, Mich.

### THREE STRONG REASONS AGAINST FEDERAL INSPECTION.

*Grain Dealers Journal:* Replying to your favor of the 30th ult, addressed to the president of the Exchange and requesting his views "on the desirability of having the federal government serve the grain trade in the capacity of grain inspector" I beg to say that the members of this Exchange are a unit against federal inspection of grain. We believe that it is entirely unnecessary; that it would be less efficient than state inspection which, in its turn, is less efficient than private inspection by the Exchanges. Our reasons for this position cannot be stated very briefly, but they may be summarized as follows:

(1) It is contrary to the spirit of American institutions to take a great business like the grain business and place it in the hands of an organization which would have many of the characteristics of a political machine.

(2) Every branch of business handled by the federal government is inflexible and cannot be accommodated to the ever-changing conditions in so large a country as this.

(3) The several states would not, and

the Exchanges could not abandon their own inspection. The result would be that an additional burden would be placed upon the grain and the entire cost of this system would have to be ultimately borne by the producer.

It is our earnest wish, therefore, that the federal government stay out of the grain business and let us look after it ourselves.—Yours truly, E. J. McVann, Secretary Grain Exchange, Omaha, Nebr.

### OPPOSED TO FEDERAL INSPECTION.

*Grain Dealers Journal:* The enclosed copy of recent action on the Federal Inspection question will advise you of the sentiment prevailing here.—Truly yours, C. B. Murray, Supt. Chamber of Commerce, Cincinnati, O.

"Hon. J. B. Foraker, United States Senate, Washington, D. C.—Dear Sir: The grain trade of Cincinnati is opposed to the enactment of Senate Bill No. 382, which has been reported to the Senate by the Committee on Agriculture and Forestry. This bill relates to Federal inspection of grain and was introduced by Senator McCumber.

"The proposed action appears to reflect a view that Federal inspection of grain in interstate commerce will insure a more uniform and reliable work of inspection and of grading than can be expected from the work of the Commercial Exchanges or under State regulations. Otherwise it would have no excuse for being offered.

"The grain dealers of this country as a class compare favorably with any other class in honorable intent and practices in business operations. They are vitally interested in inspection questions and reliability of inspection work. They act through local, State and national organizations, in efforts at reaching the best attainable conditions promotive of the interests of seller and buyer. The sellers recognize the fact that to have business there must be buyers for their products, and that to have buyers there must prevail such practices as will afford confidence and guaranty in matters of compliance with trade understandings and contracts.

"Grain products are susceptible to changes in condition and quality from meteorological influences and transportation. Grain that may have the apparent or real elements of soundness and of strictly merchantable condition at the point of shipment may be so affected by subsequent atmospheric influences during movement to destination, with possible delays necessarily beyond the control of the shipper, that arrival conditions are not equal to the original or shipping grade.

"This is liable to occur in shipments on orders from foreign markets, and when such grain at destination arrives out of order, not equal in condition to specifications in the order for shipment, the receiver feels impelled to make complaint, which often implies a charge that there has been lack of proper work of inspection at the shipping point. The call for Federal inspection has arisen from such complaints, which, however, can not carry with them any assurance that Federal inspection can accomplish anything of remedy in such matters. The complaint of the foreign receiver affords no reasonable ground for change from inspection by commercial exchanges to Federal work.

"It is not within the province of this expression, on behalf of the grain trade of Cincinnati, to introduce argument concerning questions surrounding grain inspection, including reasons why the various markets in the nature of the case with reference to varying characteristics in standard products of such lines in their sections, should be in control of regulations governing grading and other practices. Important steps have been taken and progress made by the grain interests of the country in reaching or approaching uniformity of inspection regulations, and the conferences of the trade in the different markets for securing co-operation in efforts for remedying conditions which call for corrective consideration, are securing results calculated to largely or wholly remove causes for reasonable complaint against grain inspection in this country, including business on orders from foreign markets.

"The questions which have arisen relating to grain classification and inspection operations do not reach the farmer, as the inspection is necessarily proceeding at receiving and shipping centers.

"In view of the fullness of understanding and uniformity of sentiment adverse



to a Federal system of grain inspection by our grain interests it is hoped and urged that you will act in opposition to passage of the measure mentioned. Respectfully submitted," C. B. Murray, Superintendent. "John H. Allen, Chairman Grain Inspection Committee."

## CUMBERSOME AND IMPRACTICABLE.

*Grain Dealers Journal:* Federal inspection of Grain, for which a bill is now pending in Congress, is a matter of very great importance to the cities in the East that export grain, as well as to the milling interests of this country. As you no doubt are aware, for a period of very many years New York has been the principal port of export for grain and we have given to the subject of inspection the most careful and thoro attention possible. It has been very necessary to do this in order to make shipments satisfactory to buyers on the other side and at the same time to be entirely just to the producers of grain in this country.

In the inspection of grain there are several elements that enter very materially. First, as is well known, with grain growing over such a large area of territory as the United States, the climatic conditions are constantly varying and the same kind of grain produced in one State or one section will vary materially from that produced in another State or section. It therefore becomes very necessary to have the most intelligent, careful and trustworthy inspectors to pass upon grain when it comes from the West to the East, to determine just what grade it will be placed in. The question of weight is very material, and this varies in many instances, for the same character of grain. Color and condition also have to be considered, as frequently grain appears to be of a dull or heavy color instead of bright, sound and hard, while it will frequently grade soft and be unsuitable for certain classes of mill purposes.

From these conditions you will readily understand that it requires persons educated and trained for the work and those who make it a constant study and practically a life employment. In the New York Produce Exchange we have a Chief Inspector and a corps of assistants who have been in these positions for very many years, and we believe they stand at the very highest. They are men of intelligence, thoroly upright in their actions regarding inspection, and beyond any possibility of being moved by any other interests than those of the proper inspection under the department rules. In addition to this corps of inspectors, we have a very active and efficient Committee on Grain, to whom any differences are referred when there are any complaints in regard to the too rigid grading of the inspectors; but I am pleased to state that it is very rarely the decision of the inspectors has been changed, and then only to a very limited degree—generally on the question of color or hardness.

These conditions are very similar to those prevailing in the ports of Boston, Philadelphia, Baltimore, Norfolk and Newport News, and the various inspection departments are in thoro accord as regards the various grades established for the different kinds of grain.

The result of this care in inspection is that the certificates issued are very rarely questioned by buyers in foreign markets, this being a proof that grain exported from these ports is in proper condition. It is very necessary that this should be

the case, as in our foreign business we are brot into competition with all the other grain producing countries of the world, and nothing but the very best inspection will stand against such competition.

As regards Federal Inspection, it does not seem possible to our members that anything devised by the Government, or any appointments made to these positions could be equal in efficiency, thoroness, care, and scientific knowledge to that now existing, and any change would be to the disadvantage of the American trade.

These remarks apply especially to the export trade in grain, and also to the milling interest, particularly in the East, but I believe that in the West both the farmers and milling interests are fully as much interested in this subject as we are here.

One objection, and a strong one, to the Federal Inspection of Grain is that State inspection has been tried in several states, and has very frequently resulted in great dissatisfaction, as there is no uniformity and very little reliability has been placed in the certificates issued under State inspection.

We have given this matter very careful consideration, and at the recent yearly convention of the National Board of Trade in Washington, held last month, strong resolutions were adopted unanimously by all the representatives there from various Boards of Trade and commercial exchanges protesting against national inspection, and the sentiment seemed to be exceedingly strong that such a change would be to the very great disadvantage of the Grain Trade throughout this country.

To more clearly and concisely state our objections, I beg to make the following statement which has been submitted to our leading grain dealers in New York City and meets with their approval in every detail:

We are opposed to the proposed Federal Inspection of Grain because it is unjust, cumbersome and impracticable. It is unjust because it will eliminate the present competition for all off grade grain, to which the farmer and shipper is entitled, and leave them to the tender mercies of the miller or manufacturer.

It is cumbersome because the method of appeal by aggrieved buyers or sellers from errors or incompetence in inspection would of necessity consume so much time that the appeal would be practically inoperative. On account of rapid deterioration of grain subject to appeal, the question must be decided within a few hours to be of any value.

It is impracticable because, owing to climatic conditions, there are as many different qualities and kinds of grain grown as there are different grain growing sections of the country. Absolute uniform inspection is therefore impossible, and to make inspection commercially practicable and of value to all concerned each section should be permitted to make its own grades, and the Seaboard should be permitted to make such combinations of the grades from other markets as will best suit its own export business. This establishes a balanced competition in the grading and yields the farmer, shipper or country dealer the best returns for his product and as the expert interest is more vitally interested in the Seaboard inspection he governs his business accordingly.

To change to Federal Inspection would upset commercial conditions throughout the exporting trade of the United States and importing trade abroad, and cause incalculable damage to the grain interests of the whole country.

It is a large subject, and of course difficult to treat upon in one article, but I give you the foregoing views and particulars as expressing the sentiment, not only of the New York Produce Exchange, but

I believe also of those of Boston, Philadelphia, Baltimore, Norfolk and Newport News.

I may add that in protesting against this Federal Inspection of Grain we feel that it is quite as much in the interest of the farmers that inspection should be continued by the present system as it is in the interest of dealers and exporters.—I remain, dear sirs, Yours very truly, Welding Ring, President, New York Produce Exchange.

## KEEP POLITICS OUT OF BUSINESS.

*Grain Dealers Journal:* We are very much against the proposed Federal Inspection of grain, believing that the present Inspection Departments at the various markets are much better than the Federal Government could hope to get established in years, if ever. The present Inspectors at the markets have been educated by many years of experience and have become proficient by such education. The Federal Government could not hope and probably would not try, to get the present Inspectors for the various markets would have to keep them for self-protection and the Federal Government positions would more than likely be considered as rewards for political activity. The less the Federal Government interferes with any well regulated, satisfactory and long established method of business the better it will be. We must keep politics out of business and I feel sure it could not be kept out of the Federal Grain Inspection Department.

It seems that one of the greatest arguments that has been advanced for the enactment of this measure has been the complaints of some of the foreign buyers of the condition of some of the cargoes on arrival abroad. It seems to me that this argument was decisively contradicted by Mr. Ely Bernays, of New York, in his argument before the House Committee on Interstate and Foreign Commerce in March last wherein he shows that foreign buyers of grain can secure insurance from reliable, responsible and world-wide-known insurance companies for a small fraction of a cent per bushel to insure the arrival of grain cargoes abroad in good condition. This insurance has been offered to the foreign buyers but they have failed to avail themselves of this safeguard. The reason must be that they are not as afraid of our inspection of grain as some of those pushing this legislation would have us believe. If they were common business prudence would compel them to avail themselves of the opportunity to make themselves secure at a very small cost. In my opinion this is the best argument against the need of this legislation.

I realize that the various markets should get closer together on the uniform rules than they have been, but believe this is being accomplished by the adoption of the Uniform Rules proposed by the Grain Dealers National Ass'n. Most markets have adopted these and I believe it will be only a short time until they are in use at all markets and much of the supposed need of Federal Inspection will have disappeared.—W. T. Cornelison, President Board of Trade, Peoria, Ill.

A tariff quoting rates on oats has been filed by the O., R. & N. from points in Oregon to points in Idaho, Utah, and to Granger, Wyo., as ICC 1249, sup. 9.

## Union Pacific Must Pay the Allowance to All Elevators.

Altho the Interstate Commerce Commission has decided that payment of elevation allowances on grain anywhere is unlawful, the Commission has suspended the enforcement of the decision until July 1, 1909, and meantime, pending a judicial determination, the railroad companies are and have been paying the allowance to their favorites.

In published tariff granting the allowance the Union Pacific Railroad Co. inserted a clause making return of the car within 48 hours a prerequisite to the payment of the allowance. Peavey & Co. was the only firm practically able to comply with this clause; and the other elevators at Omaha and Council Bluffs made claim to the Interstate Commerce Commission for reparation equal to the elevation allowance on cars not returned within the time limit.

The Interstate Commerce Commission has recently decided in favor of the complainants, awarding the Nebraska-Iowa Grain Co. \$2,500; the Crowell Lumber & Grain Co., \$698; the Updike Grain Co., \$6,742; the Cavers Elevator Co., \$1,013, and the Nye-Schneider-Fowler Grain Co., \$1,560, and interest.

In giving this decision Commissioner Prouty said, in part:

"Grain shipped over the Union Pacific into Omaha and Council Bluffs is first placed upon an inspection track, where it is, or may be, given an official inspection and grade, and where the grain itself is often sold. The owner designates the disposition which is to be made of the grain while it is upon this track. If a delivery to the Nebraska-Iowa elevator is directed, the Union Pacific moves the car to what is known as its transfer track, where it is taken possession of by the Burlington and moved over its line to the elevator of the Nebraska-Iowa company. The Union Pacific charges \$2 for the movement from the inspection track to the transfer track, and the Burlington charges another \$2 for the movement from the transfer track to the elevator, both of which switching charges are added to the freight bill and collected by the Union Pacific Co., which settles with the Burlington Co. for its services.

"It frequently happens that Burlington cars are furnished by the Union Pacific at its stations in Nebraska for the shipment of grain into Omaha. If, now, a Burlington car is taken by that company for movement to the elevator of the Nebraska-Iowa Co., it passes out of the possession of the Union Pacific and into the possession of its owner. There is no way in which the Nebraska-Iowa Co. can cause the return of that car to the Union Pacific within the forty-eight hours or at any other time. The car is in the possession of the railroad which owns it and ought not to be returned to the Union Pacific. \* \* \* It follows, therefore, that there arises out of the application of this tariff to the ordinary method of transacting this business a necessary and unavoidable discrimination in favor of elevators located upon the line of the Union Pacific and against those located upon other lines like that of the Nebraska-Iowa Co.

"The shipper who has shipped grain to Omaha and holds it for sale upon the inspection track of the Union Pacific in a Burlington car can obtain more for that grain from the Nebraska-Iowa elevator by  $1\frac{1}{4}$  cents per 100 pounds than as if the same grain had been loaded and shipped in a Baltimore & Ohio car. This

discrimination results, not from any lack of diligence upon the part of the shipper, nor from any disadvantages of location upon his part, but entirely from the acts of the Union Pacific company itself. In our opinion, a condition which necessarily results in discrimination of this sort cannot be a reasonable or lawful requirement, and we are constrained to hold that, as applied to foreign cars of all descriptions, the forty-eight-hour provision is void.

"It is equally manifest that this tariff excludes the Nebraska-Iowa company from participation in this allowance when grain is shipped to its elevator in the car of the Burlington company, altho if shipped to the elevator of Peavey & Co. in the same car the allowance would be paid. An unjust discrimination necessarily arises out of this combination of circumstances. It avails the Union Pacific nothing to say that by the terms of its published tariff this allowance is open to the Nebraska-Iowa Co., when by its method of business it absolutely precludes that company from obtaining it.

"Still more to the point, the grain

shipper may be unable to select the car in which his grain is to be transported. The Union Pacific furnishes the car. In doing so it makes no distinction to the shipper between different cars which are offered. If that company desires to excuse itself from the consequence of these conditions by appropriating a certain car to the movement of certain grain it must at least so advise the shipper at the point of origin and furnish a suitable car for the desired destination. Nothing of the kind appears in these cases. This grain was offered for shipment to Omaha and for delivery at Omaha. All cars tendered by the Union Pacific for its movement must be counted as the cars of the Union Pacific company. So long as this railroad indiscriminately furnishes for the movement of this grain its own and foreign equipment it is impossible to make any application of this provision which will not result in discrimination between shippers. All these cars, no matter by whom owned, must, when tendered by the Union Pacific Co. for the transportation of this grain, be accounted the cars of that company, and it must not



New Concrete Elevator of B. & O. R. R. at Mt. Clare, Baltimore.



establish any tariff regulation which will impose a higher rate for the transportation of grain when contained in one car than when shipped in another.

"We are of the opinion that a practical application of this forty-eight-hour condition to cases where the car is owned by the road which performs the switching service to the elevator works an unjust discrimination against the owner of the elevator and with respect to such shipments the rule itself must be held to be unlawful."

The Commission has awarded the Nebraska-Iowa Grain Co. on 183 cars unloaded at its elevator and returned to the Union Pacific within the 48-hour limit 1½¢ per 100 lbs. and ¾¢ per 100 lbs., the higher allowance being granted when the old tariff was in effect. The same company is awarded 1½¢ on 14 cars belonging to the road performing the switching service and never returned to the Union Pacific. On 110 cars belonging to foreign roads and returned after the 48-hour limit the Nebraska-Iowa Grain Co.

is awarded 1½¢ on part and ¾¢ on the remainder. The awards to the other complainants are adjusted on the same basis on grain handled between July 2, 1906, and July 22, 1907. The amounts awarded must be paid by the Union Pacific to the complainants on or before Mar. 1, 1909.

The Santa Fe has filed ICC No. 4027, amend. 21, on grain and grain products from points in Illinois, Peoria, Ill., and Ft. Madison, Ia., to seaboard and interior points and points in Canada and the middle and western states, effective Mar. 7.

The macaroni wheat trade with Sicily has been ruined by the terrible earthquake which devastated many cities on the island. Messina which was one of the largest durum wheat markets of the old world was almost totally destroyed. Exporters have not been able to learn how much wheat was lost in vessels in the port.

## The B. & O.'s New Elevator at Baltimore.

A 250,000 bu. reinforced concrete elevator has just been completed in the Mount Clare Yards, which is designed especially for storing and handling grain for local consumption. The arrangement of the elevator is most complete and in some respects unlike that of any house constructed previously.

Its dimensions are 84x64 ft. and about 172 ft. high. The track shed, over the receiving pits, is 33x84 ft. The heavy foundations are surmounted with a heavy concrete floor, and the pillars supporting the bins are of reinforced concrete.

The carshed basement contains four receiving sinks, two under each track, so that four cars can be unloaded simultaneously. These receiving sinks are arranged in pairs and each pair has an interlocking system and gates for letting out grain, so as to prevent grain being let out from more than one hopper at a time onto the belt conveyor running from that set of sinks to elevator boot.

Two 30-in. belt conveyors carry the grain from the receiving hoppers to the boots of the receiving legs.

The first story is 13 ft. 3½ in. high, and thru this story are three driveways, the full length of elevator, with raised platforms constructed of concrete to facilitate the loading of wagons; and along the street side of the elevator is another loading platform, with a steel roof extending out 12 ft. so as to protect grain from the elements while it is being loaded into wagons.

The openings to the driveways are closed with rolling iron doors and the driveways are paved with brick.

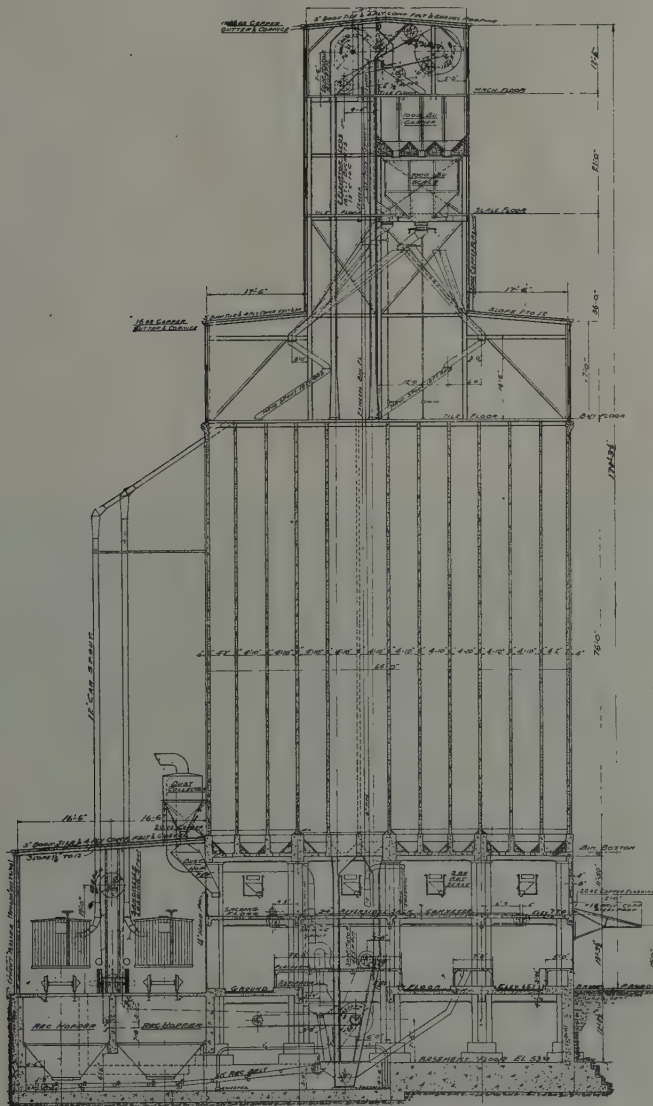
The fire windows for the Mount Clare elevator were furnished by the Sykes Steel Roofing Co. No building is fire proof, no matter what material is used in its construction unless the windows are impervious to heat. The National Board of Fire Underwriters maintains a laboratory in Chicago where manufacturers have their windows tested. They are then approved by the Board and each window is labeled, thus insuring a minimum rate of insurance. These windows were so tested, and each bears the Underwriters label.

A large two-room office, with lockers and all modern conveniences, is provided at one end of elevator, and at the opposite end are wash rooms, lockers and lounging rooms for laborers.

Underneath the loading platforms in the house, is arranged spouting and openings, so that any grain spilled may be swept into these openings and spouted back to elevator boots.

In the car shed are the usual gratings, car rollers and power grain shovels, as well as two loading spouts, equipped with Sandmeyer Bifurcated Car Loaders.

Between the first story and the bins is a 12 ft. story, devoted entirely to sacking grain. As is shown by our cross section, the bins are arranged in twelve rows, full length of house. Under each three rows of bins are two Richardson Automatic Overhead Portable Scales, each having a hopper capacity of three bushels. Each scale is capable of weighing eight bags per minute, and the average accuracy is within ½ oz. per bag. The scales are erected on an angle iron track, being of the overhead type, which is most serviceable in that it allows a free floor space around the scale for the man to work in. Many chutes and three reversible sack conveyors are provided to take away the



Cross Section B. & O. Elevator at Mt. Clare, Baltimore.

grain and drop it to the floor below at almost any point where the wagon awaits it.

The elevator storage room is, in reality, divided into 130 compartments, but one of these wells is devoted to the spiral stairway leading to the cupola. The 129 square hopper-bottom bins, with their heavy concrete walls, vary in capacity from 775 to 2,850 bushels, most of them having room for 2,000 bushels.

The cupola, which rises 69 ft. 6 in. above the bins, is of steel frame, having exterior walls formed of cement plaster reinforced with steel. Its first, or distributing story, contains eight trolley spouts, so arranged that grain from either of the elevator heads can be diverted to any one of the eight distributors, the great height of the cupola accommodating many spouts above the distributors.

On the scale floor are two 1,000-bu. hopper scales, each surmounted by a 1,000-bu space-saving garner, with many hopped openings.

The two elevator heads are driven from the line shaft, which is driven direct from a 50 H. P. electric motor on the same floor.

The floors of cupola are naved with tile and the inside walls of the weighmen's office are also constructed of tile.

The house is lighted thruout by electricity.

Each of the reversible sack conveyors is driven direct by a 3 H. P. electric motor. The belt conveyor in the basement, the car puller, and the power shovels, are driven by a 30 H. P. electric motor on the first floor.

The 55 in. steel plate fan is operated by a 30 H. P. motor direct connected. The dust collector system is most complete, two 5 ft. Aspirators are provided for blowing or cooling the grain and a sweeper system being arranged so as to facilitate the gathering of dust from the boots and the floors of the cupola and the loading platforms. This is dropped into dust hopper and bagged on the second floor. Arrangements are now being made to install a grain cleaner in the house.

The house was designed and built by Jas. Stewart & Co., under the personal supervision of Manager W. R. Sinks and Engineer R. H. Folwell.

Broom corn has soared in price this month. A shortage developed which advanced the price \$10 per ton in one week.

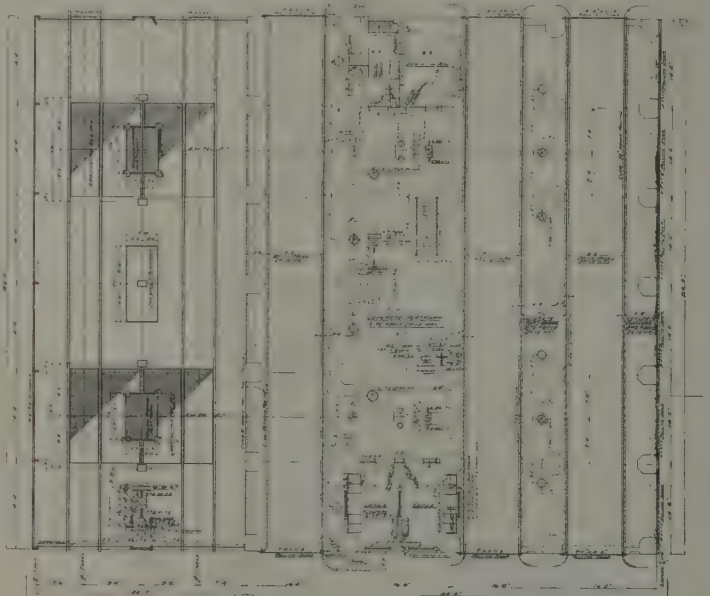
Argentine oats were offered in New York recently at 37½c c. i. f. in bond. The oats were bot on London contract specifications, which permit of an admixture of 15% of wild black oats. They will cost 53½c delivered in jobbers elevator. The oats will probably be mixed with a good grade of U. S. oats.

### Imports and Exports of Hay.

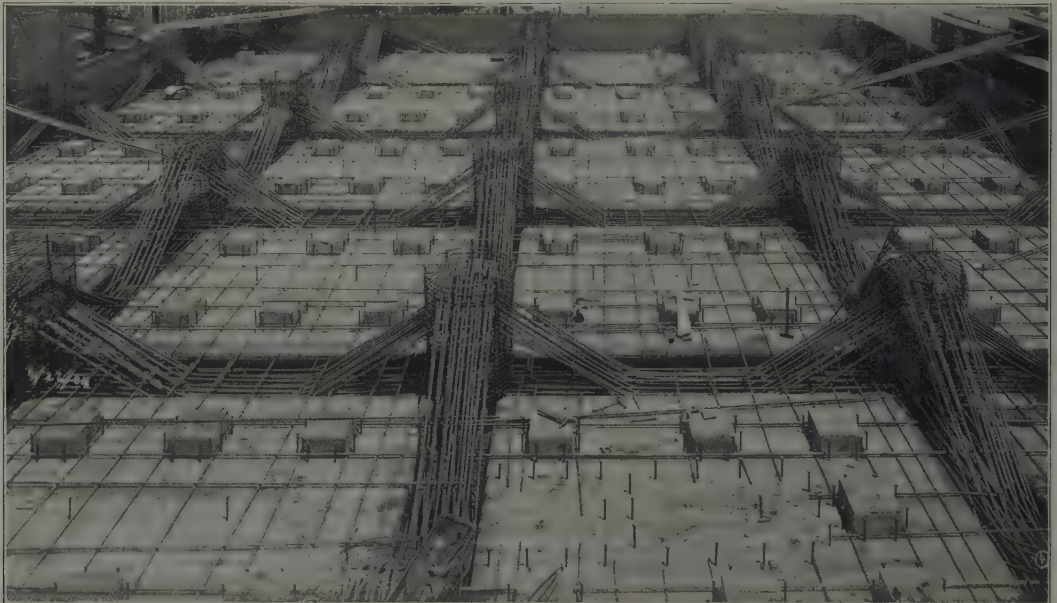
Hay amounting to 2,686 tons was imported during the 11 months prior to Dec. 1, 1908; compared with 41,546 tons imported during the corresponding period of 1907.

Exports during the 11 months were 68,137 tons; against 66,843 tons during the 11 months prior to Dec. 1, 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Memberships of the New Orleans Board of Trade recently jumped from \$1,000 to \$3,750 on account of the probability that the Southern states will abolish their anti-option laws.



Ground Floor Plan New B. & O. Elevator at Mt. Clare, Baltimore.



Reinforcing of Concrete Walls and Pillars New B. & O. Elevator at Baltimore. [See pages 174-175.]



# Seeds

Speculation in clover seed is quiet and cash demand continues to make the price. —C. A. King & Co.

The wholesale seed business of the Barteldes Seed Co., at Oklahoma City, Okla., has grown so rapidly that the company has found it necessary to remove the retail department to a separate location.

The seed laboratory of the Department of Agriculture at Washington during the fiscal year ending July 1 received 24,715 samples of seeds, an increase of more than 4,000 over the number received the preceding year.

The Chesapeake & Ohio Railroad Co. has issued tariff ICC No. 4538 quoting rates on blue grass seed in carloads from Mt. Sterling, Ky., effective Mar. 8. To Chicago the rate is 29c per 100 lbs., to Milwaukee 31c, and to St. Louis 30c.

Field dodder is much worse than clover dodder. No process has been invented so far that will remove the larger berries of field dodder from clover. This seed is yellowish brown and in shape slightly flattened. One face is slightly rounded and the other is angular in shape, with three unequal areas outlined.—A. E. Reynolds.

Toledo received during the week ending Feb. 6 3,455 bags of clover seed, and shipped 7,328 bags, against 898 bags received and 1,616 bags shipped during the corresponding week a year ago. For the season to Feb. 6 receipts have been 107,814 bags and shipments 70,070 bags, against 23,472 bags received and 10,902 bags shipped during the corresponding period of the preceding season. Alsike receipts for the week were 126 bags, and for the season 7,047 bags, against 3,087 to date last season.

Many farmers are still holding clover seed for \$5. Present prices do not afford that for the poorer grades in the interior. Majority say farmers still hold considerable. A few say the seed has been well marketed. Nearly all think farmers are disposed to carry over enough for next season's seeding.—C. A. King & Co.

A new clover adapted for cultivation in Northern California and Oregon has been discovered. It is the *Trifolium elegans*, a wild European relative of the well known alsike clover. Experiments conducted by Albert F. Etterburg at Etterburg, Cal., in co-operation with the Bureau of Plant Industry, have shown the new clover able to resist long drouth during the summer.

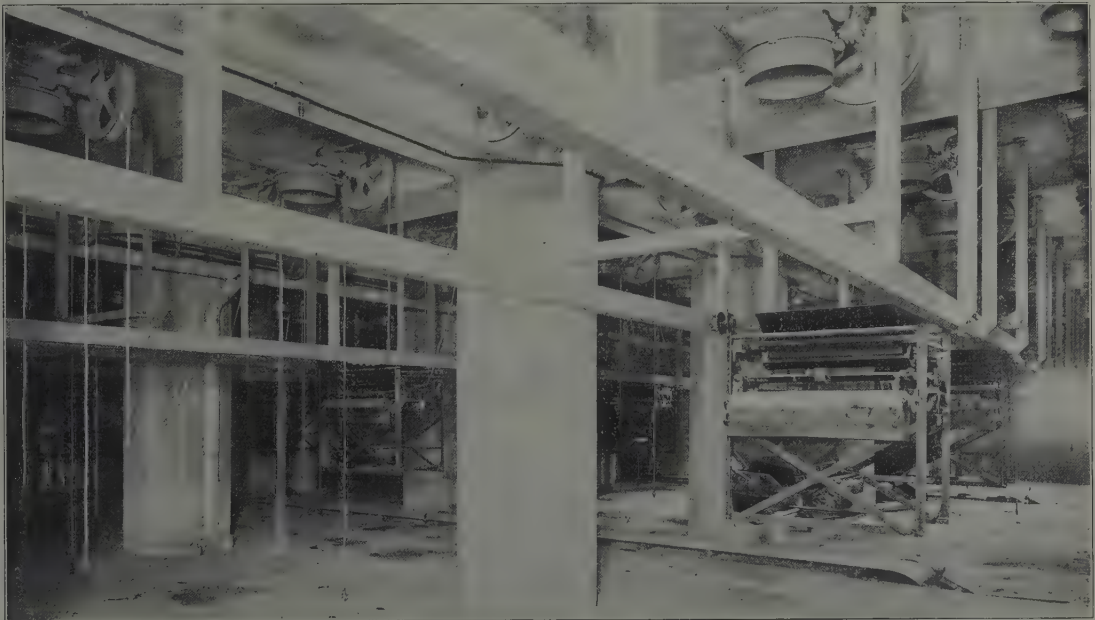
Chicago received during the week ending Feb. 6 1,026,275 lbs. timothy seed, 277,866 lbs. clover seed, 664,175 lbs. other grass seeds, and 7,000 bus. flaxseed, against 900,520 lbs. timothy seed, 329,934 lbs. clover seed, 112,000 lbs. other grass seeds, and 31,280 bus. flaxseed during the corresponding week of 1908. Shipments for the week have been 1,073,084 lbs. timothy seed, 187,944 lbs. clover seed, 1,369,281 lbs. other grass seeds and no flaxseed, against 840,565 lbs. timothy seed, 147,461 lbs. clover seed, 1,072,142 lbs. other grass seeds and 1,720 bus. flaxseed during the corresponding week of last year.

Toledo dealers report no foreign business in clover seed. If buying they are getting it from other markets. The situation is mostly domestic, and summed up looks like this—Farmers holding the key by retaining part of their crop and not willing to sell. In turn they are watching the growing crop and waiting to see how much of the seed sown last spring and summer withstood the long drought experienced the late summer and fall last year. If it turns out badly he will hang on tighter than ever. If prospect is more promising he will probably sell, and then comes the problem who will carry the stocks at market centers over to the next crop.—J. F. Zahn & Co.

The bill appropriating \$30,000 for the free seed farce was passed recently by the house. In the debate Representatives Mann, Heflin, and Tawney argued against the appropriation. Representative Candler of Mississippi claimed there was a deficiency in the funds for the purchase of seeds available for distribution, while Mr. Mann declared that the deficiency was in seeds and not in money.

London, Eng.—Spring sowing seeds in fair demand, English reds coming out steadily, finest qualities selling, low to medium neglected; French selling freely all qualities, prices unchanged; American and Chilian also on offer, and moving quietly. Whites in good demand in both English and foreign seed, prices firm. Alsikes—English, Canadian and German—all firm, fair trade passing. Trefoil in small compass, prices very firm. In grasses French-Italian, Irish-Italian, perennials, New Zealand cocksfoot, and meadow fescue all good business at firm to rising prices.—John Picard & Co.

It is impossible to clean buckhorn out of clover by any of the ordinary processes of screening or blowing. When this seed is slightly dampened it exudes a very sticky substance. This peculiar property has been taken advantage of to separate it from clover seed. Dry sawdust is mixed with the seed and the buckhorn takes up the sawdust, forming a small ball two or three times as large as the seed, which is allowed to dry and run thru a fan and over screens. This is a patented process, the invention of one of our men, Mr. Shirl Herr of Crawfordsville. He has worked almost three years on this process. The latest experiments show he is able to take out 99 per cent of buckhorn from the worst samples. The process is expensive, as some of the clover seed is bound to be lost in this complicated process.—From address by A. E. Reynolds of Crawfordsville, Ind., at Purdue University.



Eight Automatic Bagging Scales on Overhead Track in New B. & O. Elevator at Baltimore. [See pages 174-175:]

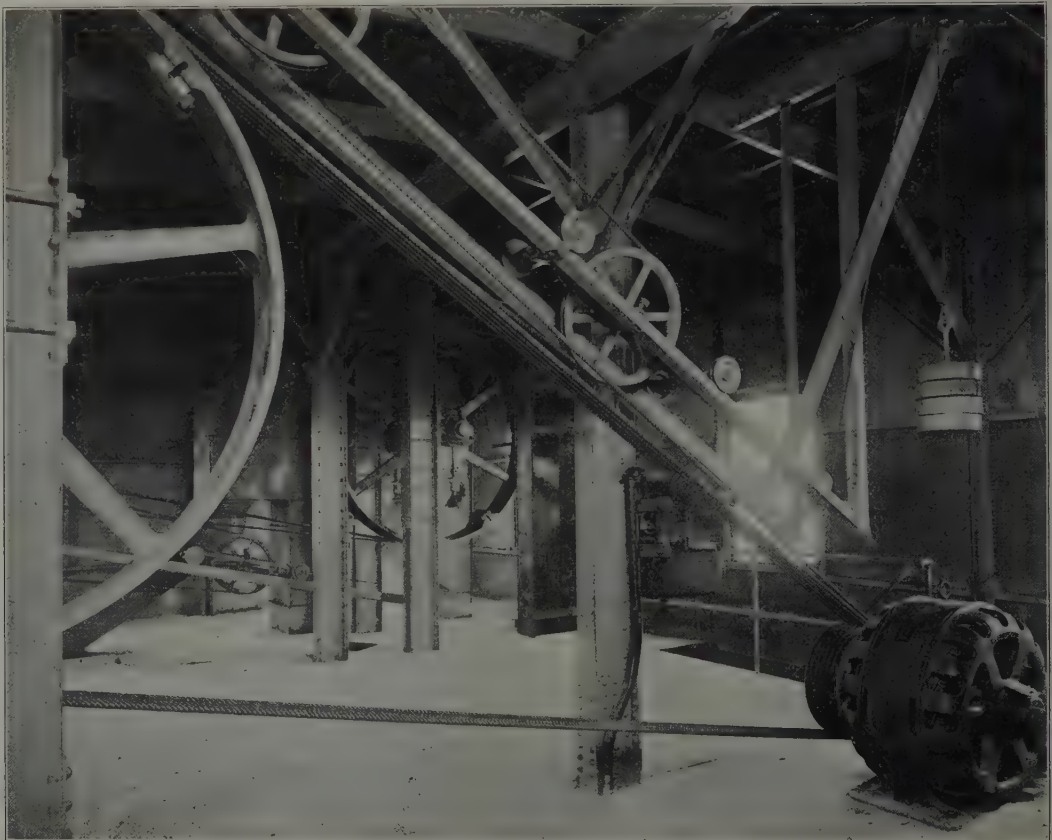
A pure seed bill has been introduced in the North Dakota legislature by Senator Cashel at the request of Professor H. L. Bolley of the North Dakota Agri. College. The bill provides for the appointment of a state seed commissioner by the director of the state experiment station. All packages of seeds will be required to have labels stating the name of the seed and name and address of firm offering the seed for sale. The sale of mixtures with certain noxious weed seed is forbidden, and only a reasonable percentage of other weed seeds is permissible. The penalty for violating the law is a fine of not less than \$10 nor more than \$100, for the first offense. Professor Bolley, who visited Bismarck recently to work for the bill, states that it is opposed by the American Seed Trade Ass'n, tho favored by the dealers of the state. The bill has been referred to the committee on agriculture.

Geo. H. Clark, seed commissioner of the Dominion Dept. of Agriculture, Ottawa, Ont., reports that during December 623 seed samples were tested. Unlike most seed control stations abroad, there are relatively few samples of seeds of grasses received for test at the Ottawa laboratory of kinds other than timothy seed. Timothy is the only kind of grass seed sown on probably as much as 97 per cent of the areas that are seeded in Canada for either hay crop or pasture. The prospective supply of red clover seed is thought to have substantially improved, both in quantity and quality. Quite large orders are, however, being placed by Canadian

firms in the Chicago market for No. 1 red clover seed. The season for threshing has shown a fairly satisfactory yield in the Lake Erie district of red clover seed of good quality, except for the general prevalence of ragweed seed, which is an impurity most prevalent in that district, and on account of which the average price paid to farmers for their clover seed is depreciated at least fifty cents per bushel.

Badly adulterated Kentucky bluegrass seed and orchard grass seed are still offered in the market in considerable quantity. The suggestion has been frequently made by seedsmen that Canada bluegrass seed is harvested with that of Kentucky bluegrass, and in order to determine this point definitely a careful examination of the Kentucky bluegrass seed-producing area in the States of Kentucky, Illinois, Missouri, and Iowa was made just previous to harvesting time. In no case was there evidence that mature seeds of the two kinds would be harvested together, showing that the presence of Canada bluegrass seed in that of Kentucky bluegrass is the result of deliberate adulteration. This condition as regards the natural occurrence of Canada bluegrass seed in that of Kentucky bluegrass seed is practically the same as was found last year in the examination of the orchard grass seed producing section, there being practically no evidence of natural mixture.—B. T. Galoway, Chief of the Bureau of Plant Industry.

The first crop of common red clover is seldom cut for seed except in a few localities. The belief is general that the first crop does not contain seed and while this may be generally true the reason usually assigned for it may or may not be true. In the northern portion of Michigan, where the growing of clover for seed promises much, the universal practice is to cut the first crop for seed. On my farm in Montmorency County, Mich., common red clover has yielded 8 bus. per acre on a field of 7 acres from the first crop. In a neighboring settlement a yield of 12 bus. per acre was secured on two measured acres of ground from the first crop. Yields of 6 bus. per acre from the first crop are common enough in that section as not to cause comment. Where the first crop of common red clover is cut for hay in the northern part of this State, or in northern Wisconsin or Minnesota, and the second crop left for seed, the yield is usually very light and the seed of low quality, probably because of the early fall frosts that commonly prevail in those sections. We have thus two entirely distinct practices of growing clover for seed. In Illinois, Kansas, Indiana, Ohio, Maryland and southern Michigan the second crop is cut for seed and the first generally believed to be without seed. In the northern sections of Michigan, Wisconsin and Minnesota and also in the Dakotas and Oregon, I understand, it is the first crop that is cut for seed.—C. B. Smith, Asst. Agriculturist, U. S. Dept. of Agri., before American Seed Trade Ass'n.



Top Floor of Cupola of New B. & O. Elevator at Baltimore, Md. See pgs. 174-175.



## Decision by Interstate Commerce Commission in Favor of S. R. Washer Grain Company.

The Interstate Commerce Commission has just decided the complaint made by the S. R. Washer Grain Co. against the Missouri Pacific Ry. Co. to recover for alleged discrimination in the matter of elevation allowances.

The complaint was filed Aug. 6, 1907, and submitted June 27, 1908, the discrimination continuing from July, 1906, to July, 1907.

At Atchison, Kan., the S. R. Washer Grain Co. owns and operates a grain elevator on the Missouri Pacific right of way. The railroad company owns terminal elevators at Coffeyville and Leavenworth, Kan., and at Kansas City, Mo., which have been leased to other grain dealers; but since July, 1906, have been operated by the railroad company free of charge to all persons. This free service at Coffeyville, Leavenworth and Kansas City elevators consisted not only of transferring grain from one car to another but also of cleaning, mixing and clipping.

Comparative equality was restored July 15, 1907, by defendant putting in force an elevation allowance of  $\frac{3}{4}$  cent per 100 lbs. in compliance with an order by the Commission that discrimination must cease.

Up to the beginning of the year from July, 1906, to July, 1907, defendant had allowed complainant  $1\frac{1}{4}$  cents per 100 lbs. for elevation. The withdrawal of this allowance simultaneously with the grant of free elevation elsewhere naturally worked great harm to the business of the S. R. Washer Grain Co., which filed an itemized claim for \$54,410 damages. The facts stated in the complaint were substantially proved, but the Commission for want of jurisdiction could not consider some of the items in the claim.

Reparation or damages in all matters which concern rates are reduced, after the Commission has determined what the reasonable rate should have been, to the simplicity of a mathematical calculation; elements of conjecture, speculation and inference are entirely eliminated. When we come, however, to matters of discrimination, of undue preference, prejudice or disadvantage, we enter a different field, where the services of a jury may be necessary, not only by reason of the seventh amendment to the Constitution, but by the very nature of the subject matter itself.

The items which the Commission could

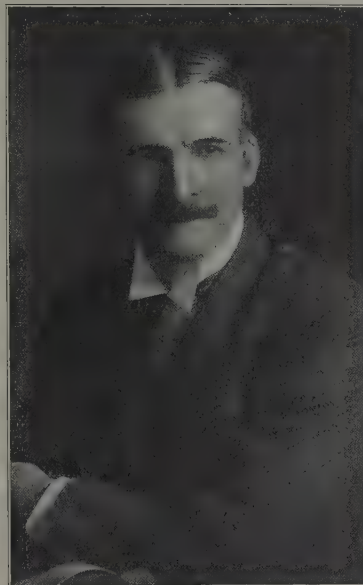
not consider were interest and depreciation, \$4,800; insurance, \$720, salary of pres. and sec'y \$3,000; and damages on account of loss of prestige and good will, \$25,000. Neither could complainant recover \$10,000 operating expenses, nor \$10,890 for loss of business.

Commissioner Cockrell, who gave the decision said "it is true that the carrier may lawfully erect, maintain, own, and use elevators located at any point con-

ticular case such discrimination was unjust.

"The complainant shipped and elevated, in interstate commerce, over the lines of the defendant, during the period of discrimination, 469 cars of grain, weighing in the aggregate 32,000,000 pounds. The reports and orders of this Commission with respect to that period regarded  $\frac{3}{4}$  of a cent per 100 pounds as a proper allowance for such elevation. City Council of Atchison vs. M. P. Ry. Co. et al, 12 l. C. C. Rep., 111, 254. This allowance should have been made to the complainant and \$2,400 paid to it in liquidation thereof by the defendant. The proofs are, however, that only \$618.27 was actually paid thereon and we therefore find that reparation should be made by the defendant to the complainant in the sum of \$1,781.73, with interest at 6 per cent per annum from August 6, 1907, until paid.

"It is ordered, That the defendant, the Missouri Pacific railway company, be, and it is hereby, authorized and directed, on or before the 15th day of March, 1909, to pay unto the complainant, the S. R. Washer Grain Co., of Atchison, Kan., the sum of \$1,781.73, with interest thereon at the rate of 6 per cent."



John W. Cox, Boston, Mass.,  
Pres. New England Grain Dealers Ass'n.

venient to itself for the sole purpose of elevating grain for transportation purposes; that is, for the release of equipment and the consolidation of loads, and may lawfully refuse to make such transfers at other places not convenient to itself; but whenever in so operating its elevators it has added to such transportation elevation the elements of commercial elevation—that is, grading, mixing, cleaning, smutting, etc.—at one locality, and has refused the like commercial elevation at another locality, it has been guilty of discrimination, and in this par-

The Illinois good roads convention will meet in a joint session with the National Good Roads Ass'n to discuss the construction and maintenance of public highways at Chicago, Feb. 12. The convention will endeavor to hasten legislation and discuss the bill introduced in the Illinois legislature providing for a Lincoln highway from Chicago to Springfield.

The total value of farm products produced in 1908 was \$7,778,000,000, an increase of \$290,000,000 over 1907. Corn ranks first in value; for the first time in the history of the country cotton is second; hay which usually ranks second was the greatest crop ever gathered equaling 68,000,000 tons, but the price was lower than usual making it take third place in value. Wheat ranks fourth in value with an average  $1\frac{1}{4}$  above the five year record.

Congress has never passed any law fixing a standard of weights and measures. While it is believed that the metric system of weights will be eventually adopted as standard by the Government it is conceded there is no immediate demand for it by the people. Each state now has its own standard of measures and many of the weights are far from uniformity. A bushel of broom corn in Iowa weighs 30 pounds, while it weighs 57 pounds in Minnesota.

Wheat Overflow at Steptoe, Wash.



# Crop Reports

## Canada.

Winnipeg, Man., Jan. 27.—The inspected receipts of wheat to Jan. 21 in Manitoba, Saskatchewan and Alberta have been 51,581 cars equal to 54,160,050 bus. In store at country points, 14,177,100 bus.; in farmers' hands to market after allowing for seed and feed, 8,389,900 bus.; allowing for seed wheat 12,000,000 bus. and for country mills 8,000,000 bus. with that in transit not inspected and that already marketed at Winnipeg makes a total wheat crop of 97,326,150 bus. The oats in store at country points equal 2,081,100 bus.; barley, 269,680 bus.; flaxseed, 356,000 bus.; leaving in farmers' hands to market after allowing for seed and feed: oats, 4,295,000 bus.; barley, 570,000 bus.; flax, 225,000 bus.—Frank O. Fowler, Sec'y. Northwest Grain Dealers Ass'n.

## Illinois.

Buckley, Ill., Feb. 5.—Corn here is of fair quality generally, but yield is only about 30 bus. per acre. Farmers are holding for 60c or better.—B. E. Morgan.

## Indiana.

Plymouth, Ind., Feb. 8.—We saw considerable corn coming to different eltrs. today in central Indiana.—John A. Rice.

## Iowa.

Des Moines, Ia., Feb. 4.—Not over 10% of oats yet in hands of farmers.—Geo. A. Wells.

Perry, Ia., Feb. 4.—Nearly all the corn in this part of the state will go on the market next August or September, as there is very little stock, the roads are generally good at that time and the farmers have time to deliver it then.—James Welch, mgr. Perry Mill Co.

## Kansas.

Utica, Kan., Jan. 25.—It looks now as tho we would get a big wheat crop this year.—R. C. Webster, Jr.

Rock Creek, Kan., Jefferson Co., Feb. 4.—Wheat poor, acreage an average. Didn't raise any corn.—J. H. Dongan.

Wellsville, Kan., Franklin Co., Feb. 4.—Wheat looks fair. Acreage  $\frac{1}{2}$  average. Shipping in corn.—C. A. Smith.

Denison, Kan., Jackson Co., Feb. 4.—Wheat a good stand and fair acreage. Very little back.—David Coleman.

Louisburg, Kan., Miami Co., Feb. 4.—Weather hard on wheat; good acreage. Some corn to move.—E. L. Reed.

Kansas, Sumner County, Feb. 4.—Wheat looks fairly good. Acreage  $\frac{3}{4}$  of an average. Grain all disposed of.—J. R. P.

Erle, Kan., Neosho Co., Feb. 4.—Wheat looks fair, tho short for this time year; not much in farmers hands.—N. Braik.

Enterprise, Kan., Dickinson Co., Feb. 4.—Wheat in good shape. Acreage an average; 30% wheat back.—W. F. Rexroat.

Kansas, Waubesa County, Feb. 4.—Wheat looks good; acreage about an average.—E. B. Bonebrake, Osage City, Kan.

Bloomington, Kan., Osborne Co., Feb. 4.—Wheat looks fine; good root, normal acreage; 5% wheat back.—M. O. Koesling.

Gasco, Kan., Cloud Co., Feb. 4.—Wheat looks good, not so large acreage as usual. Little back. 50% of corn back.—C. Henning.

Powhattan, Kan., Brown Co., Feb. 4.—Wheat looks not extra with an average acreage. 75% of corn back.—J. H. Kinneer.

Beverly, Kan., Lincoln Co., Feb. 4.—Not much wheat good, but sown late. Not much corn left.—W. F. Rexroat, Enterprise, Kan.

Jewel, Kan., Jewel Co., Feb. 4.—Wheat looks normal; acreage 20% below average. Heavy movement of corn now.—C. S. Edwards.

Wakefield, Kan., Clay Co., Feb. 4.—Wheat short but good. Acreage average. Most all corn raised is held.—W. H. Beatty.

Kansas, Rooks County, Feb. 4.—Wheat looks good. Acreage an average. Not much corn left.—W. F. Rexroat, Enterprise, Kan.

Rossville, Kan., Feb. 4.—We did not have over  $\frac{1}{2}$  of a corn crop and not over  $\frac{1}{2}$  of the crop has been marketed. We have shipped none, sold all to feeders at more than Kansas City prices.—J. C. Bradley.

Beloit, Kan., Mitchell Co., Feb. 4.—Wheat looks good; average acreage. Little back. 50% of corn yet to move.—A. T. Rodgers.

Protection, Kan., Comanche Co., Feb. 5.—Wheat looks fair; average acreage; none back. Dealers are shipping in corn.—E. N. Blue.

Strawn, Kan., Feb. 6.—Wheat looking well; about 10 cars in farmers hands. Corn moving slow, will have none to ship.—Kuhman Bros.

Rossville, Kan., Shawnee Co., Feb. 4.—Wheat is a good stand. Acreage an average. 50% of corn out of farmers hands.—J. A. Bradley.

Smith Center, Kan., Smith Co., Feb. 4.—Wheat in good condition. Acreage below average. Most all shipped out. Some corn.—H. S. Bryant.

Coffeyville, Kan.—The oil and gas business have put the grain business to the bad. Wheat acreage not over 10%, condition fair.—P. N. Allin.

Elsmore, Kan., Allen Co., Feb. 4.—Wheat looks fair only. An average acreage. Farmers holding 2,000 bus. corn in our territory.—E. B. Cox.

Walker, Kan.—We have about 30,000 bus. of wheat in our eltr. and the eltrs. of Ellis county have between 400,000 and 500,000 bus.—Wm. Schoenkler.

Vermillion, Kan., Marshall Co., Feb. 4.—Wheat a light stand on account of weather being too dry. Some corn from  $\frac{1}{2}$  crop, back.—T. F. Smith.

Sterling, Kan., Rice Co., Feb. 4.—Wheat looks normal; some flies reported. The month of March will tell the story. Some corn back.—H. M. Lloyd.

Osage City, Kan., Osage Co., Feb. 4.—Wheat looks good; acreage about 40% last year. No corn. Big crop of oats will be planted.—F. B. Bonebrake.

Pickley, Kan., Barber Co., Feb. 4.—Wheat looks fair; fly working on it. Acreage  $\frac{1}{2}$  of an average. Will be large quantity of oats planted.—James Dobbs.

Brookville, Kan., Saline Co., Feb. 4.—Wheat shorter than common but looks good. An average acreage. None back. Shipping in corn.—W. F. Hinerman.

Fowler, Kan., Meade Co., Feb. 4.—Never had a better prospect for wheat acreage larger than usual. No corn. Heavy crop of oats will be put in.—J. B. McClure.

Boyd, Kan., Barton Co., Feb. 4.—Growth of wheat backward but it looks fairly well. Acreage below that of last year. Very little back in farmers hands.—Philip Ochs.

Culver, Kan., Ottawa Co., Feb. 4.—Wheat in fine condition; acreage larger than last year; 20% back in farmers hands. Farmers want higher prices.—J. E. Hughes.

Americus, Kan., Lyons Co., Feb. 4.—Wheat is small, late, but good color. Acreage same as last year. Very little wheat back. Shipping in corn.—M. Toomey.

Hanover, Kan., Washington Co., Feb. 4.—Wheat in a good healthy condition. Average acreage. 25% of the wheat and 50% of corn back. Shipping in corn.—Herman Wessels.

Walker, Kan., Ellis Co., Feb. 4.—Wheat condition fine. Acreage an average. From 10% to 15% wheat in farmers hands.  $\frac{1}{4}$  million bus. stored in Hays City.—Wm. Schrenkler.

Wheaton, Kan., Pottawatomie Co., Feb. 4.—Wheat looks bad, acreage 10% larger than for 5 years; 90% of corn in farmers hands. Holding for higher prices.—W. C. Kiely.

Agenda, Kan., Republic Co., Feb. 4.—Wheat looks fair; 80% of an average acreage. Small per cent back in farmers hands. Most of corn back but being fed.—F. B. Fulton.

Berwick, Kan., Nemaha Co., Feb. 4.—Wheat in bad condition; planted late, acreage about normal. Only a little corn to be moved. About 1/10th. as much as last year.—J. H. Strahm.

Coffeyville, Kan., Montgomery Co., Feb. 4.—Wheat looks fair. It has been a failure in our county for 5 successive years on account of excessive moisture. Corn all being consumed.—P. N. Allin.

Ellsworth, Kan., Ellsworth Co., Feb. 4.—Prospect wheat is good. Acreage an average; 10% wheat back. Afraid of hesian fly. Some corn in our district, but none has been shipped.—H. Work.

Abbeville, Kan., Reno Co., Feb. 4.—10% wheat in farmers hands. Growing crop looks good. Some Hessian flies. Wheat was hurt by high wind which covered it with sand and dirt;  $\frac{1}{2}$  corn out farmers hands.—L. C. Smith.

Wellsville, Kan.—We usually ship out at least 75,000 bus. of corn, but this year we have shipped in 15,000 bus. Not over 5% of the wheat is still in farmers hands. It was so dry at seeding time our wheat acreage has been reduced one-half.—C. A. Smith.

Augusta, Kan.—Corn is taken by feeders. We are shipping in. One-half the corn land is now devoted to kafir corn and alfalfa. The uplands are devoted to kafir and the yield last year was 40 to 55 bus. per acre and brings growers 50 to 56 cts. per bu.—J. C. Haines.

## Michigan.

Lansing, Mich., Feb. 6.—In reply to the question, "Has wheat during January suffered injury from any cause?" 157 correspondents in the southern counties answer "yes" and 216 "no"; in the central counties 51 answer "yes" and 86 "no", and in the northern counties 45 answer "yes" and 63 "no".—Frederick C. Martindale, Sec'y of State.

## Missouri.

St. Joseph, Mo., Feb. 1.—Wheat looks good about here. No change in the acreage.—J. H. Gregg.

St. Joseph, Mo., Feb. 1.—Wheat was put in late, is small but with favorable weather shortness will be overcome. Haven't had much snow. Dealers seem to be buying corn.—T. F. Gordon.

Drexel, Mo., Feb. 3.—Up to this time last year we had handled 115,000 bus. of corn; so far this year we have handled but 3,000 bus. We have an increase of 10% in the wheat acreage.—H. Reed.

St. Peters, Mo., Feb. 5.—Crop prospects here are good so far; acreage of wheat about the same as usual. Very little old wheat is now in farmers' hands, consequently business is rather slow.—N. & F. Schneider.

## Nebraska.

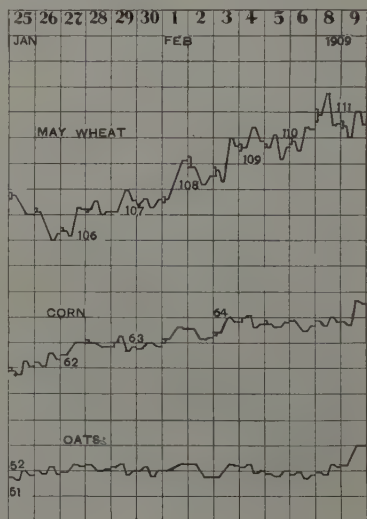
Aurora, Neb., Jan. 30.—Wheat in farmers hands, 40%; corn, 75%; oats very light crop on account of small acreage. Farmers are holding corn for 60c. and wheat for 90c. A severe windstorm here yesterday, unaccompanied by sufficient moisture, has damaged the winter wheat, but to what extent can not yet be learned.—X.

## New York.

Buffalo, N. Y.—A little better movement of state wheat is reported during the past week, the price being paid by millers averaging about \$1.05. There has been complaint right along that the state wheat could not be depended upon as it was mostly sprouted. Millers now say that they believe that the farmers have been holding back their good wheat until now

# Chicago Prices

The opening high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to February 10 are given on the chart herewith.





with the hope of getting better prices for it, largely because it was generally felt that the present winter crop was going to be a failure. Prospects for a crop are considerably brighter now, tho the acreage will be much less than it was last year.—J. C.

## North Dakota.

Clifford, N. D., Feb. 2.—Not much grain left in the country; 95% marketed.—G. H. Bristol, mgr. Clifford Farmers Eltr. Co.

Willow City, N. D., Jan. 25.—The grain business is very dull just now, nothing doing in that line, as it is very cold and the roads are bad owing to the heavy falls of snow in the past two weeks. About 20% of the grain is still in the farmers' hands and will not be marketed now until spring. The crops were good around here and of fair quality. Some frost damage but not to any great extent. Prices also have been high for all kinds of grain, 80% of it bringing the top price. Wheat prices have been about the dollar mark all the season and the farmers are going around with a big smile in consequence of getting their share of prosperity.—F. M. Smith, agt. St. Anthony & Dakota Eltr. Co.

## Ohio.

Plain City, O., Feb. 9.—Weather very mild; condition of wheat good; about 20% of wheat in farmers hands.—Plain City Milling Co.

Greenville, O., Jan. 27.—Corn is moving very slowly in this vicinity; there is not much for market and farmers are buying most of the corn for feed. Winter wheat does not look very good; too dry in the fall for it to get a good start.—Robt. Davidson.

## Oklahoma.

Tonkawa, Okla., Feb. 4.—Wheat acreage not over 40% of an average. High wind recently threw sand and dirt over it damaging it badly. Little talk of flies. No old wheat left. Very little corn.—J. R. F.

Mannford, Okla., Jan. 30.—Corn is mostly out of the farmers' hands. Some are holding for higher prices. The market price ranges from 50c. to 55c. More corn will be planted in the spring than usual on account of the high prices during the past two years.—Cooper Bros.

## South Dakota.

Huron, S. D., Feb. 4.—At least 10% more wheat has been marketed at this place compared with last year.—Huron Milling Co.

## Wisconsin.

Mondovi, Wis., Jan. 30.—Very little grain is being shipped out of here this season. Farmers in this locality are short of feed and many of them are buying feed for their stock at this early date.—W. M. Alt.

Milwaukee, Wis.—Reports received from the country are to the effect that snow was blown into corn cribs and farmers and shippers hesitate to shell and ship corn, fearing it will mis-grade should soft weather set in.—W. M. Bell.—S.

Milwaukee, Wis.—Letters indicate that the farmers are doing but very little; not in any hurry to sell. Grain coming forward at present time seems to be coming from local warehouses and elevators at country stations. About three-quarters of the barley in Wisconsin has already left the Wisconsin hands. Looks as if the movement would be small throughout the spring. Everything points to a continuation of high prices.—Oliver C. Owen.—S

## Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit.

C. B. & Q. 19552 was leaking wheat at Maynard, Minn., Jan. 25. One car door seemed to have been torn off after car was loaded. Wheat was leaking out between door post and wall.

C. & N-W. R. R. 79488, leaking barley badly, Dec. 15, 1908, at Pierson, Ia.

I. C. 39580 leaking shelled corn Dec. 22 at Austinville, Ia.

C. B. & Q. 34846, Jan. 8, leaking corn, west bound at Holdridge, Neb.

C. R. I. & P. 58334, leaking, Dec. 12, at Chickasha, Okla.

C. R. I. & P. 50098, Dec. 2, at Chickasha, Okla., 100 bushels corn scattered.

## Receipts and Shipments at Peoria.

John R. Lofgren, Sec'y of the Peoria Board of Trade, reports the receipts and shipments of grain at Peoria, Ill., for six months ending Dec. 31st, 1908, compared with 1907 to have been as follows:

	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
	bus.	bus.	bus.	bus.
Wheat	810,928	785,600	797,242	880,400
Corn	7,254,684	8,878,200	4,530,744	6,856,100
Oats	5,310,700	7,441,500	4,385,132	6,639,500
Rye	195,000	207,000	46,000	55,000
Barley	1,344,000	1,239,400	624,983	374,800

## A Canadian Fire-Proof Elevator.

Canadian millers, as well as Canadian grain dealers, fully recognize the advantage of erecting fire-proof buildings, but some like many in this country fail to follow their convictions as closely as they might.

Illustrated herewith is a fine new mill and elevator, completed about one year ago, for The Maple Leaf Flour Mill Co., at Kenora, Ont., in the Rainy River district, northwest of Lake Superior. Before this large flour mill had been running a week, the mill caught fire and was completely consumed, but the elevator is still standing, its two rows of concrete tanks having passed thru the fire without damage, and kept the flames from the working elevator.

This elevator has two receiving tracks, covered by train sheds, on opposite sides of the elevator.

From the pits underneath, grain is elevated to cupola above, where it is weighed, cleaned, and carried by belt conveyors either to the tanks, or direct to the mill.

Since the fire of a year ago, a 2,500-bbl. mill has been erected on the old site.

## A Grain Dealer's Ride to Happiness.

BY H. J. BARBER.

The wind swept across the bleak Dakota plains with a fury unusual even in that land of storms; tho the morning had dawned brighter than usual and the forenoon had suggested spring to those not wise in the weather signs of the Northwest.

Six months before John Kendall had come from Missouri with a cheerful young wife and the proceeds of the sale of a good farm—two excellent aids to start a home in a new country. He had been led to this venture by a friend who had bot an elevator at the terminus of a branch road, two years before, and had faith in the future of this great undeveloped country.

Kendall had bot land already under cultivation, twenty miles beyond the end of the railroad, believing it would be extended some day, so his land would be near a station.

On the day this story opens he had taken a load of wheat to the elevator. Forty miles in a day with a loaded wagon is a hard trip, so long before the sun came up he had been on the way. Now he was ready to start home with needed supplies. This was the last load of a bountiful harvest, and he promised himself rest and happiness where a chubby boy had recently come to make home even more attractive.

Jones, the elevator man, had been longer in the Northwest and was not so easily deceived by the unnatural beauty of the day. Low on the northern horizon was a rim of threatening, steel-gray clouds and a strange halo was around the winter sun. He begged Kendall to wait until morning, for the greater part of the twenty miles of road was but little better than a trail and the houses were far apart. As Kendall's mother was with his wife and baby, he need not fear for them.

"It's no use to talk, Bill," said Kendall. "I will have the wind on my back and I can easily reach home by nine o'clock."

"I'm afraid a blizzard is coming," Jones argued. "You have never been in one. I have; and one is enough for a lifetime."

The wagon was loaded with ample supplies for the long resting time Kendall anticipated; and there were many things to gladden the hearts of the wife and his good old mother.

With a young father's lack of judgment, he had purchased some useless things for the baby. Among them was a queer little charm in the shape of a globe enclosing a tiny compass, which he fancied would please the little fellow on account of its brightness. He had jokingly remarked that the boy would need it to find his way home if he got lost in the next big crop of wheat.

As he hitched his team to the wagon under the shed behind the elevator, Jones came out with a lantern, and a box of matches he insisted on Kendall taking with him.

"I don't need them," Kendall replied; "the road is straight and plain and there will be plenty of starlight."

Jones paid no attention to his words but carefully placed the lantern and the box of matches under the seat and then, to Kendall's surprise, donned his heavy fur coat and took the seat beside him.

"I'm going home with you, John, since you will go," Jones explained. "I can come back with the mail carrier Saturday. I am an old bachelor and the sight



Concrete Grain Storage Adjoining Maple Leaf Elevator at Kenora, Ont.

of the kid will do me good. My man will look after the elevator and the hotel doesn't need me; besides, I am uneasy about the storm, and two are better than one in a difficulty of that kind."

They drove rapidly as they talked about old friends and boyhood days together down in Missouri; but fast as the horses went the steel-gray clouds came faster and the northern sky was steadily disappearing before that immense curtain. Suddenly, after a moment of intense stillness, all the furies of the air seemed to have them in their grip.

A blizzard is like a rush of water from the breaking of a mighty dam. It obliterates all landmarks and, instead of air, you seem to breathe keen needles of ice. You can no more face it than you could a sand storm in an African desert. Snow does not fall but the air is full of it in icy particles driven straight ahead with the force of countless bullets.

For a while they drifted ahead of the storm, thinking they were in the road; then, searching the ground at the head of the team, they found the unbroken prairie. The storm was now so dense it was impossible to see the team, and the lantern became a priceless blessing.

As they held the team while discussing what to do, they found to their dismay that the wind was not blowing from the direction they thought it should; either it had shifted or they had lost the direction they were to take. To stay where they were meant freezing to death in a short time, while missing the farm they sought would get them into an unsettled region where there could be no hope of help; for Kendall's farm was the last one for miles and beyond that was the wild.

Sheltered under the heavy lap-ropes in the bottom of the wagon bed, they succeeded in lighting the lantern; and Jones started to walk at the horses' heads to search for the trail, but instantly the fierce wind extinguished the light and this was repeated till both men were stiff with the biting cold.

Under the lap-ropes they again huddled in the wagon bed and with difficulty lighted the lantern. In that close place its heat brought some little relief to their numbed fingers. They had decided to turn loose the suffering team, in hopes it might find some shelter if freed from the load; while they would try to keep from freezing in the wagon as long as possible, aided by the feeble heat of the lantern, when Kendall gave a shout of joy. In reaching for his watch to learn the time he found the little glittering globe with its compass, that now shone like a star of hope to guide them into safety. The sudden impulse to buy the bauble had seemed like a foolish whim soon after its purchase; but now the whim appeared like a special act of providence.

Jones was frightened at Kendall's shout. Their condition was so hopeless he thought the storm had driven the man insane.

"The boy has saved us, I believe," was Kendall's explanation as he struggled with stiffened fingers to draw the charm from his pocket. He laid it on the bottom of the wagon bed by the lantern. Tremblingly, in the storm-shaken wagon, the tiny needle swung north and south; and they found that the wind had so changed that, had they gone on without discovering it, they would soon have reached a region of coulees or ravines too shallow for shelter but impassable for the wagon.

They forced the team to face the proper direction and, to keep them there, Jones walked at their head or stumbled on, leading them in the bitter cold that

seemed unendurable. Kendall, who was less accustomed to the rigors of the northern winters and so more thinly clad, huddled under the robes over the lantern. His watch said 10:30 p. m. The storm had overtaken them at seven. They estimated that the farm must now be from one to two miles beyond them, but on which side they could not tell. To pass it meant death, for they could not face the blizzard to return. They dared not stop, for the desire to lie down and sleep warned them of their danger.

Another mile they struggled forward and now Kendall also stumbled along on foot at the horses' heads, for he felt unable to keep awake in the freezing wagon bed, as the lantern had burned out and the fine snow had sifted thru all the crevices of the wagon box.

They had decided to go on for another half hour and then try to live out the storm somehow in the shelter of the wagon, when they heard the faint bark of a dog. It was Kendall's dog howling for his master lost in the storm, and the sound penetrated the snow cloud that hid the light at the window. Turning toward the welcome sound, they reached the house they had so nearly passed. The blizzard roared on far into the next day, with no more terrors for them.

Jones had loved and left a girl down in Missouri, who had too many lovers to make choosing easy. Her treatment of him five years before had sent him up to Dakota to bury himself in business while he tried to forget, as if a true love could be forgotten! But the girl, now a woman, had not forgotten any more than she had been forgotten; for her woman's characteristic perversity, combined with his apparent indifference or proud independence, made him more desirable to her now than when he haunted her house, ready for her beck and call. The person, place, or thing they have not often become more desirable to both men and women than what is close at hand.

During his absence this Missouri girl had grown more womanly. Knowing for herself how one can suffer, she took less pride in refusing offers of marriage.

Kendall wrote to Missouri friends, telling how Jones had gone with him thru the blizzard that awful night. The girl was shown the letter. His fidelity to friends under stress of hard circumstances appealed to her and she soon wrote this to Jones:

"Dear John,—

"I have seen Kendall's letter and think that, in your frost-bitten condition, you need a partner, if not at the elevator then elsewhere. I would like to have you again ask me that same old question, 'Do you want me?' It would sound different now?"

Which he did, to their mutual happiness.

AN ALL-ROUND grain dealer is one who does everything well except buy grain right.

MINNESOTA LEGISLATORS are considering a bill designed to make inoperative, the commission rules of the grain exchanges of that state. If enacted, all kinds of commissions will be charged, and as in the olden days, those receivers charging no commission will find it necessary to get a living out of the business in another way. Country shippers, producers, and consumers are all better off to have the business regulated and controlled by an organization of honest men, who believe in fair compensation for services rendered.

## Quick Moisture Test by Electric Resistance.

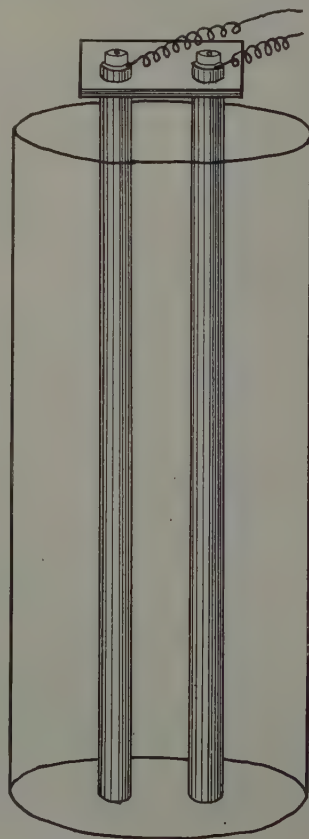
Besides the very ingenious method of making a quick moisture test invented by Professor Anthony Zeleny and described in the Journal of Jan. 10, page 34, another electrical test has been devised by the Bureau of Plant Industry of the Department of Agriculture.

Finding that the boiling-in-oil method of determining the moisture in grain took too much time the grain standardization office of the Department of Agriculture requested Professor Lyman J. Briggs, who is in charge of the government physical laboratory, to work out a test requiring two or three minutes only and practicable in elevator or car. This promised a vast improvement over the apparatus now in use by the government, which can be applied only in the laboratory.

Zeleny's method depends on the principle that when two dissimilar metals are in contact with a grain of corn electricity will be generated, varying in amount as the moisture content varies. The greater the percentage of moisture the greater the electric current.

Professor Briggs' method, however, depends on the principle that the resistance offered by a mass of grain to the passage of a current of electricity varies inversely as does the amount of moisture present in the grain. The greater the percentage of moisture the more easily does the current pass.

For Briggs' test are required a battery of several cells, two brass rods spaced a



Brass Electrodes for Moisture Test.



fixed distance apart in a holder, a galvanometer and a thermometer.

The glass jar illustrated in the engraving herewith is 5 inches in diameter and 11 inches high. The two brass electrodes are shown in position resting on the bottom of the jar and supported and insulated from each other by a hard rubber block at their upper ends. The rods are  $\frac{1}{2}$  inch thick, round, and spaced  $1\frac{1}{2}$  inches between centers, and are 12 inches long. The depth of the grain in the jar during test is ten inches, inside measurement. The degree of heat is measured by a thermometer forced into the grain.

For samples containing 12 per cent or more of moisture a battery giving an electromotive force of 17 volts and a Wheatstone bridge were used. In samples below 12 per cent moisture the direct deflection method was used, the galvanometer and grain resistance being connected in series with a battery giving 10 volts of electricity.

The electrical resistance of wheat containing 13 per cent of moisture is seven times that of wheat containing 14 per cent, and 50 times that of wheat containing 15 per cent of moisture. This method therefore gives a very open scale, and a considerable variation in resistance will not seriously affect the accuracy of the moisture determinations. Indeed, Professor Briggs declares that the probable error will not exceed 0.3 per cent.

Chart 1 herewith shows the intimate relation between the moisture content and the electrical resistance of wheat. The resistances are expressed in logarithms of the megohms and the moisture in percentage of the weight of moist grain. The small crosses on the chart show where the electric measurement actually fell and the diagonal line shows the theoretical points the tests should have reached. The closeness with which the different points on the diagram approach the straight line drawn thru them illustrates the accuracy with which moisture determinations can be made by this method.

Electrical resistance of grain varies so greatly with the temperature that it is absolutely necessary to know the temperature.

In chart 2 9 different degrees Fahr., from 40 to 80 are plotted. To illustrate

the use of the chart, suppose that a resistance of 55 megohms was observed in a given sample of wheat at a temperature of 75 degrees F. Referring to the chart, it will be seen that the imaginary line corresponding to 55 megohms crosses the 75-degree line at a point corresponding to 13.95 per cent of moisture. This chart can be used only for standard electrodes as described in the foregoing,  $\frac{1}{2}$  inch thick, round, and  $1\frac{1}{2}$  inches apart, centers.

Before each measurement the electrodes are removed and the grain packed by jarring the bottom of the container against a solid object. With the portable testing equipment the glass jar is unnecessary, and the settling of the grain in transit in the car will have reduced it to a stable condition. The government is now constructing a special electrode with a resistance coil to indicate the temperature, instead of using a separate ther-

moneter. So far tests have been made only with wheat.

## Margin Trading.

Margin trading was the subject of an article recently discussed in *Everybody's* by F. S. Dickson, formerly manager of the defunct stock firm of A. O. Brown & Co. at Cleveland. While the article as a whole is glaringly untruthful, and the conclusions in most instances absurd, he flirts with the truth when he says, "The states must demand the incorporation of the Exchanges, provide the terms and conditions of membership, devise just rules of government, insist upon the widest publicity in its operations, and allow no one to do the business of a broker unless associated with such a corporation. A law of this scope can be framed so as to encourage investment and legislative speculation, facilitate honest buying and selling and stamp out wild, feverish gambling."

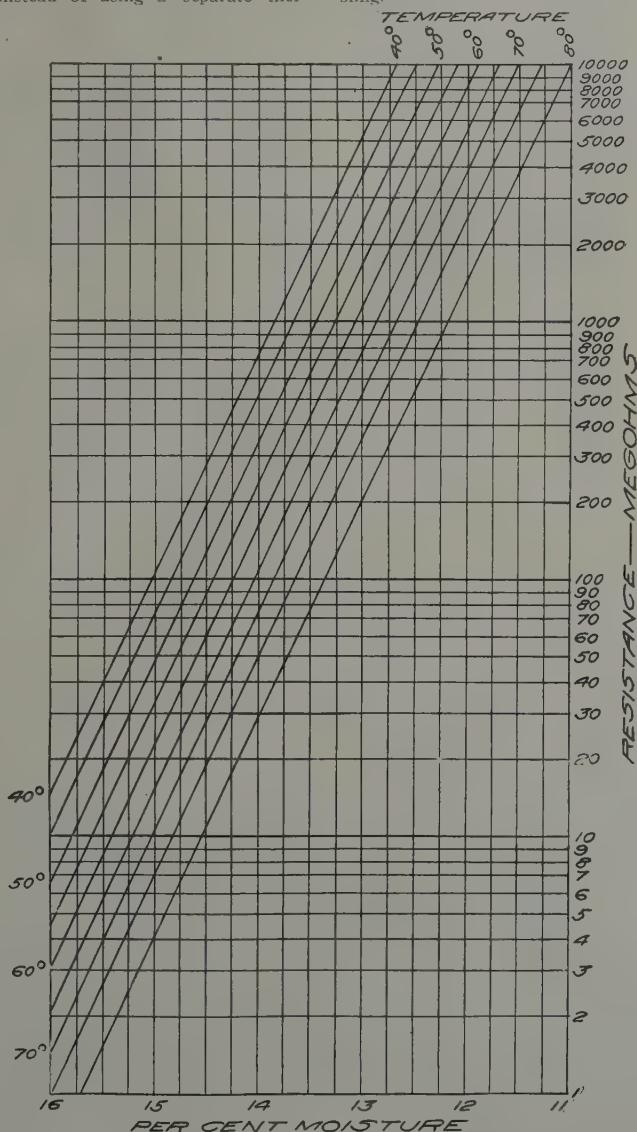


Chart 2, for Determining the Moisture Content of Wheat when the Electrical Resistance and Temperature are Known.—After Briggs, Circular No. 20, Bureau of Plant Industry, U. S. Dept. of Agri.

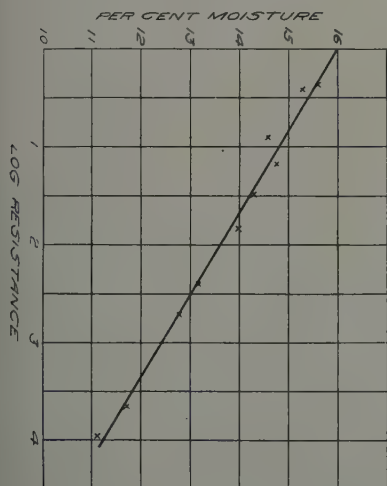


Chart 1, Showing the Relation between the Moisture Content and the Electrical Resistance of Wheat.—After Briggs, Circular No. 20, Bureau of Plant Industry, U. S. Dept. of Agri.

## Annual Meeting Kansas Grain Dealers Ass'n At Kansas City, Mo., Feb. 2, 3 and 4

The eleventh annual meeting of the Kansas Grain Dealers Ass'n was called to order in the Assembly room of the Kansas City Railroad Club, Tuesday afternoon, Feb. 2, by Pres. R. E. Cox, who introduced the Hon. J. B. Crittenden, mayor of Kansas City.

The mayor, after welcoming the dealers to the city, and telling of the city's advantages and attractions, extended the freedom of the city and promised immunity from detention long in the city's barracks. [All were thankful.]

The mayor was followed by W. A. McGowen, president of the Railroad Club, who also welcomed the dealers to the city and to the club's room.

W. S. Washer, in responding to the addresses of welcome, assured the hosts of the full appreciation of their reception, dubbed the Railroad Club as the original Booster's Club of the United States, and thanked the speakers for the welcome extended.

F. G. Crowell, president of the Board of Trade, also welcomed the dealers of the city and regretted that the dealers of Kansas did not seem kindly disposed toward the boards of trade of the country. Mr. Crowell invited suggestions for changes, he commended the boards of trade of Wichita, St. Joseph, Atchison and Omaha, but denounced the Missouri outcasts who were attempting to do business in Kansas as a board of trade. "In behalf of the Board of Trade we welcome you here now and always."

President R. E. Cox, in behalf of the association, thanked the president of the Board of Trade for his words of welcome, and praised the Kansas City spirit of haste.

President Cox read his annual address, from which we take the following:

### The President's Annual Address.

Members of the K. G. D. A. and friends: Another year has passed and through the guiding hand of providence we are again permitted to assemble in annual convention to celebrate the Eleventh anniversary of the founding of the Kansas Grain Dealers Ass'n.

It is highly gratifying to see this splendid gathering of representative dealers in grain present today, not only the representation from our own state, but the members from other states as well. I am especially pleased to have with us during this convention the members of the Kansas City Board of Trade, the visiting officers and members from other state grain organizations and the representatives from the claim departments of the different railroads. To all I wish to extend association greetings and a cordial welcome and assure you that your presence is highly appreciated.

This friendly acquaintance and consequent association of shipper and carrier emphasizes the fact that through frequent association they have learned to regard the other in a more friendly way, and the old antagonistic feeling existing in years past has been eliminated. Through the friendly relations now existing we gain a broader view of each other and by closer relations and a kinder feeling our business intercourse will be far more satisfactory and agreeable.

**The Changes of Eleven Years:** Take the conglomerate chaotic conditions existing in our state before our organization and compare them to the systematic, progressive and prosperous conditions of today and no one will deny that the Kansas Grain Dealers Ass'n has been largely instrumental in these changed conditions. Eleven years ago the grain men of the state were compelled to ask larger mar-

gins of profit than today and yet the grain business was not a remunerative one. There were few elevators for the handling of grain and the scoop shoveler was predominant in all localities; competition was so illegitimate that the elevator owner longed to sell and enter into some other use of business. At that time we had no trade rules, few exchanges which controlled the weighing of grain; inspection departments far less classified than now; no methods of arbitration; no use for shipper to enter protest of any kind; no chance for the hearing of complaints; no classified system of rates; no personal regard for the fulfillment of contracts; no recognition of the honest man in preference to the dishonest. In fact the whole grain trade was in a disorganized deplorable state. Bidders then would offer tempting bids, more than the market would justify and still come out with a handsome profit, through sharp and dishonest practices or connivance with the railroads or the boards of trade of low grades. The shrewd unprincipled dealer was ever ready to pounce upon the innocent and unprotected dealer. The larger dealer could throttle the smaller by paying excessive prices and then be reimbursed by the railroads through rebates. The railroads then held the power to crush the small dealer at will by refusing transportation. Complaints of loss in transit, delayed shipment, short weights and bad grading were treated passively or wholly ignored by carrier or exchanges. On the other hand the country shipper indulged in certain practices that were not right or honorable, such as overdrafts; plugging of cars; over invoicing of weights; ignoring contracts and other dishonest practices that would not be tolerated at the present time. In fact the grain trade had no system and every man for himself.

While all these changes have been accomplished and the conditions at the present time seem perfect compared with those of the past, yet we must ever keep in mind that this is the age of progress. With the phenomenal growth of trade we are confronted with problems and conditions unknown a few years past. Our work must progress to a higher degree of efficiency; more complete in its organization; greater in its effectiveness and more powerful in its resources.

The past year has been a prosperous one for our ass'n, many new members having been added and our finances equal to the demands. Much of the vital importance to the grain trade have confronted us during the year, all of which have been met in an honest and fearless manner.

**Arbitration Department:** This department is composed of a committee of three disinterested fellow dealers of broad experience and unquestionable ability and honesty, who can review the entire case and render an impartial decision on all differences submitted to them. I wish to impress upon the minds of all members the value of this department and urge that all differences that may arise in the course of business be submitted to this committee. Arbitration is a much more preferable way of settling misunderstandings than resorting to the courts, which we all know to be expensive and unsatisfactory. Arbitration has become the modern method of settling difficulties.

The present Uniform Bill of Lading now in effect in both Eastern and Western Classification territory, the Interstate Commerce Commission in recommending its adoption by the carriers and public, employed the following language:

"Nor do we undertake to prescribe this bill of lading, nor to order its adoption because we are convinced that such order would exceed our authority. Moreover the situation makes no demand for a positive direction.

"It is not claimed to be perfect and experience may develop the need for further modification."

And quoting the Hon. Martin A. Knapp, chairman of the commission:

"We have the Federal law and we have the laws of forty-six states. I do not know of any subject of commercial importance upon which there is such a great variety of official decisions, or greater conflict of authority than upon the question of carriers liability."

The grain trade unanimously agrees with the commission that experience has already shown the need for further modification, for there are many objectionable features in the present form affecting the grain trade more than any other class of shippers. It was indeed unfortunate that there was no representative of the grain trade on the bill of lading committee appointed by the commission.

**10% Penalty:** The objectionable features you see all well acquainted with, and I will not take up your time in discussing them, but wish to call your attention to a condition added to the Uniform Bill of Lading by the carriers, which is the 10% penalty clause. This clause was not a part of the form approved by the Interstate Commerce Commission, yet it has been coupled with it and enforced as one of the stipulations. In this day of progress and enlightenment, when "the square deal is supposed to be the predominating feature in all business dealings," this is the most objectionable and repugnant condition ever launched by the carriers upon the shipping public.

It has been held by the courts in many states that a carrier cannot release itself from liability by contract and the counsel for many of the carriers admit this, then why should the carrier insist on incorporating in their receipt clauses of exemption and insist on its acceptance under penalty of a 10 or 20% advance in rates, if these conditions could not be enforced any more than a clean receipt?

Our laws relative to bills of lading should be uniform throughout the different states. If this could be accomplished, all the unnecessary terms and conditions now contained in the present forms could be done away with and the simple form of receipt required.

**While Natural Shrinkage** is one of the objectionable features in the present Uniform Bill of Lading, I do not refer to it as a part thereof, but to the practice of the Claim Departments of the different railroads in demanding a fixed reduction from the claim for loss of grain in transit. I do not intend to enter into a discussion at this time as to there being a natural shrinkage of grain in transit. The burden of proof is upon the carriers and until they are able to prove and convince the grain trade that there is natural shrinkage of grain in transit their demands for this reduction is unjustified and unreasonable. The subject of natural shrinkage has been discussed at many association meetings and the carriers have been unable to prove their assertions and reasonableness of their demands for a fixed reduction for natural shrinkage and until they substantiate their claims by proofs, they cannot demand this reduction. And I am pleased to say that many of the carriers in territory east of the Mississippi and north of the Ohio river, who have always exacted this reduction, have within the past few months, informed the public that all claims hereafter presented would be considered and paid on their merits and no arbitrary rule of reduction for natural shrinkage be demanded. This is certainly encouraging and the action of the eastern roads will surely discourage western roads from any further attempts at enforcing fixed rules for the settling of shortage claims.

**Claims for Coopering:** While discussing the payment of claims I wish to call your attention to the action of certain roads doing business in our state, in refusing payment of claims for the expense of coopering cars. Circulars were issued by the head of the claim department, to the agents of their roads, informing them that after a certain date no claims for the coopering of cars would be paid and the shipper would have to coopeer the cars at his own expense. Such action was unreasonable, as the cars furnished should be in condition for loading or put in condition by carrier. Our secretary immediately filed complaint before the state railroad commissioners. Subsequent to the time set for hearing the roads promised to furnish grain door boards and rescind the order, whereupon the case against them was dismissed.

**The Kansas City Board of Trade of Kansas City, Mo.,** is composed of a class of business men noted for their hospitality, for their indomitable courage, their business energy and high sense of honor, coupled with fair dealings, making the Board of Trade of Kansas City, Mo., an organization worthy of the membership of anyone. Today it stands abreast with all other organizations of like character and has but one rule it still clings to that distinguishes it from all other grain exchanges of its class and standing, a rule that casts a blot upon the otherwise clean and progressive constitution under which it stands. That blot is the ancient and arbitrary practice of the dockage of 100 lbs. per car on all



grain received by the Board of Trade. Why this practice should still be carried on by this exchange when practically all other grain exchanges of this country have abolished this rule, has been a serious question to the many shippers in territory tributary to Kansas City. At a recent meeting of the exchange a vote was taken on the repeal of this rule and it is encouraging to note that 74 stood for the repeal to 54 against. It requires a two-third majority vote of the members to repeal a rule of the exchange, therefore the rule stands for the time being, but I trust that a vote will again be taken in the very near future and this old rule of dockage will be abrogated.

The Galveston Board of Trade established a new standard of grades and adopted an arbitrary scale of dockage, the past year, that attracted the attention of the grain men of Kansas and Oklahoma, in particular. They have endeavored to create the different grades on corn through a minimum and maximum percentage of moisture, as adopted by the uniform grade congress in 1906; the amount of moisture contained, assisting in the establishing of the different grades. The maximum percentage of moisture allowed, to grade No. 3 corn, being 17 per cent, for the months from Nov. to March, and 20 per cent for No. 4. All corn not in a heating condition, containing more than 20% of moisture, being graded as No. 5. All corn in a heating condition, no grade. The maximum percentage of moisture on corn as adopted by the exporters prohibit the shipping of a majority of the corn marketed in Eastern Kansas and Oklahoma during the months of Nov. and Dec., as the percentage of moisture contained during these months is in excess of 17% by the time it reaches the gulf port.

The scale of dockage as agreed upon by the exporters is what the grain dealers believe to be excessive and not an equitable dockage. Take for instance No. 4 corn, there being no distinction made between good No. 4 and poor No. 4. All receiving the same dockage of 3c per bushel under No. 3 corn. All corn grading No. 5 is subject to a dockage of 5c per bushel under No. 3 corn, with the provisions "if merchantable added" and no grade corn 7c per bushel under No. 3, if merchantable.

The grades and dockages as adopted by the Galveston Board of Trade were considered at a called meeting of our association, held in Wichita, and a committee was appointed from the members of the Kansas and Oklahoma Assns., to confer with the exporters having offices in Kansas City, Mo., to see if the present rules of dockage could not be amended. At this conference no action was taken by the exporters otherwise that they would confer with the other Galveston exporters and report the result to the committee, but up to the present time no report has been received.

**Special Legislation** along industrial lines and for the benefit of protection of special industries or lines of trade, has so spread over the country until now in these days of general organization, there is the utmost necessity for the grain trade organizations to keep in as close touch as possible with the law making powers of the state and nation. Not alone for the purpose of obtaining special privileges, but to secure fairness in transportation and trade and the protection of their rights and privileges as the handlers of grain. Special acts of legislation, through their enactment, would be of the greatest interest and importance to the grain trade of Kansas.

**Proceedings Against Carriers:** Through the act amending our present civil code any person having sustained a loss or has

in any way been damaged by any carrier doing business within the state of Kansas could appear before any District court within the state and institute proceedings against such carrier and seek redress for such loss or damage. Under the code in use at the present time, suit can be brought or proceeding instituted only in a court whose jurisdiction is within the county through which road traverses. Under this restrictive code, we are compelled to institute proceedings in courts that we may know to be inferior and incompetent or are biased in their views and opinions, of such their environments, either before or after attaining their position.

**Bucket Shops:** While we have at the present time a law prohibiting the setting up and running of a bucket shop in the state of Kansas, yet it does not seem to be effective, as there are numerous such places in operation in the different cities of the state, several of them moving from across the line to Kansas City, Kan., on the passage of the Missouri Bucket Shop law, and in Topeka and other towns within the state these bucket shop men appear to be operating without molestation. The Missouri law makes the running of such places a felony and I believe the Kansas Legislature should pass a law similar to the one now in force in Missouri. The time has come when Kansas does not want laws to protect the law breakers from other states and it is necessary that the law be a drastic one in order to stop this nefarious business.

**Good Roads:** From time immemorial the construction, maintenance and control of the public highways has everywhere been recognized as the primary function of government. Good roads are avenues of progress; the best proof of intelligence; they aid the social and religious advancement of the people; they increase the value of products; they save time, labor and money.

Good roads are of inestimable value to all is a fact beyond question. The farmer receives more direct benefit, in the hauling of his products, and the purchaser of these products are also directly benefited, thus the subject of good roads is of direct interest to us as grain men. With the dirt roads we have at the present time, over one million dollars is spent each year by the state for their maintenance and our roads are still in a deplorable state at certain seasons of the year. Until we follow the example of many of the older states and establish permanent roads, this expenditure will continue as long as time lasts, and then be without roads that we can use the year around.

Prof. Blackmar of the Kansas University has contributed some interesting figures in favor of good roads. According to his figures it now costs the Kansas farmers five millions of dollars more to transport their products than it costs the farmers of France for transporting the same amount of grain from the field to the market. Also that the tax upon the Kansas farmer for the maintenance of bad roads amounts to more than seventy-six dollars every year for each hundred acres owned. This does not take into consideration the loss the farmer sustains by being barred by reason of bad roads from the best local markets or the most convenient or advantageous shipping point; neither does it include the wear and tear on farm machinery or horses.

In conclusion I wish to thank the officers and directors for the courteous treatment accorded me while president. Also to thank the gentlemen who have so earnestly and efficiently performed the duties of the different committees. Laying aside all per-

sonalities, I would not be doing my duty unless I mentioned the efficient work done by our secretary, Mr. Smiley. The success of our organization has been largely due to his untiring efforts.

Secretary Smiley made his financial report, which showed receipts of \$3,912.82. From membership fees, \$375; dues (net), \$2,985.40; advertising, \$259.25. The disbursements included expenses of officers and directors, \$55.85; office supplies, \$100.71; telephone, \$63.10; postage, \$193; telegraph, \$437; taxes, \$1.62; rent, \$109; printing, \$245.35; stenographer, \$498.00; traveling expenses of secretary, \$489.70; secretary's salary, \$1,946. Balance on hand January 1, 1909, \$206.20.

W. C. Brown read a paper on "Charging Interest on f. o. b. Grain Drafts is Wrong," from which we take the following:

## Charging Interest on f. o. b. Drafts after Loading is Wrong.

On what particular thought to work I know not;

But in the gross and scope of mine opinion, This bodes some strange eruption to our state.

—Shakespeare.

To pay or not to pay—interest—that is the question. Whether it is better for the purse to suffer the interest, 100 pounds dockage, double charge for weighing and the many other things of outrageous misfortune, or to take action against this sea of troubles and by opposing end them.

To ship to other markets, whenever possible, and thus avoid these multitudinous outrages that are inflicted upon a helpless and downtrodden aggregation of individuals engaged, for a mere pittance, in the legitimate business of gathering together the many bushels of grain raised by the farmers and distributing this to the different grain markets of our territory.

The country shipper realizes that he is powerless to defeat this practice unless other markets can be reached and built up by the co-operation with the receivers in such places where these charges are not made. When we were boys, some of us well remember that one of the general laws, and it is still in vogue, governing us was, "Might Makes Right."

The big boy of the gang usually had his way because he had the physical strength to enforce his desires. That's about the way it is now with us fellows who are in the grain business in the rural communities. Kansas City is the big boy in this deal and whatever he says goes. It is possible that they may have something else—another package—to hand out to us any time.

In the event of your selling a firm grain on 5, 10 or 30 days' time, or whatever the delivery may be, if your grain is loaded and billed within this period, your part of the contract is completed. As soon as the bill of lading is signed by the R. R. agent your grain is in transit. You have completed your contract and the value of the grain is now due you. You have transferred the title to your property so far as you can, presumably for a cash consideration. The purchaser says that he will advance you money on it, but you will have to pay the usual rate of interest for an indefinite time. He says, "Wait until the grain arrives at destination, is in-



Kansas Dealers Waiting for Special Cars to Banquet Tendered them by Board of Trade at Elm Ridge Club.

spected, weighed and unloaded, then perhaps the interest charge will cease." Does he make this charge because it is legitimate? I don't think he does. It is one of his prerogatives—which means "an exclusive or peculiar privilege." He it is who has the big stick. He uses it in a promiscuous manner, but like the greenhorn using the old-fashioned flail, every once in a while he gives himself a lick. How? There isn't a country shipper present who ships to Kansas City when he can ship elsewhere.

The result is you are killing the hen that lays the golden egg. Other markets are coming to the front and in time will become strong competitors for this business.

I believe I am stating a truth when I say that Kansas City at the present time is the most expensive market we have. The extra trimmings amount to about four dollars per car in excess of the charges of some other markets. Sometimes it exceeds this amount if the bookkeeper is busy and doesn't have time to make up your account sales until several days after your grain is unloaded and weighed. In some instances the charge continues until the account is made up. It may not amount to much, only fifty or sixty cents, but if the receiver has enough of these kind of accounts it only requires a few contributors to donate enough to pay the salary of his bookkeeper. The amount is too small to make an issue about, and even if you did I imagine he would write back and tell you to go out and buy a good ten-cent cigar and charge it to yourself, or he would square it with you the next time you came to the city. He would be likely to take you out and fill you up with good, good things to eat, etc.

We will just presume a case. We will place the country dealer in the same position with the farmer as we are today to the receiver in the larger place. A farmer sells and delivers to the country dealer one thousand bus. of wheat or whatever it may be. We will presume that he is an accommodating fellow and loads it into the car for us. After all of this is done, we tell him that we cannot pay him for his grain just now; he will have to wait until it is delivered in Kansas City, for instance, and then we will pay him. But to be generous with him we will advance a portion of the amount due, provided he will pay us the usual rate of interest on the amount advanced until we see fit to settle with him. You know what he would do to us? We couldn't do business on that basis, and why should we be asked this of the purchaser here or in some of the other large markets. One is just as reasonable as the other.

We all realize that Kansas City is the natural gateway for the products of our territory—that it has made wonderful progress—and we are all proud of its growing wealth and vast resources—for we are all a part of it—that it has a heap of good fellows in it, especially those who are in the grain business. The country today is full of progress, resources and good fellows—you haven't a monopoly on any of these most excellent qualities. You are causing grain to be diverted from your market whenever it is possible. We fully realize that we are paying for all we get—bouquets and all.

Business is void of sentiment. All things being equal, I will favor our friend. But he must make good or lose his job. The market that nets us the most money is the one we will patronize. It makes no difference to us where it is—results are what we want, and the firm or market that nets us the best returns is the one who will get the business. Because some other markets make this charge is no reason that it is right. If my neighbor wants to charge me ten cents every time I look into his yard, to pay for wear and tear on the scenery, that is no indication that it is right. A square deal is all we want. We are not asking for presents, but we want what is due us, and if you are not willing to give it to us, there are others who will.

Eugene Kelly read a paper on "When Shall Interest on Drafts on Consigned Grain Cease?" from which we take the following:

### When Shall Interest on Consignments Cease?

As Kansas City and Wichita are the only two consignment markets patronized to any extent by this ass'n, and I presume it is a well-known fact that no interest is charged to consignments made to the Wichita market, therefore the question of when shall interest on consigned grain cease at Kansas City would more properly be the question which we are to discuss.

When this subject was assigned to me,

my first mental answer was, that interest on consigned grain should cease at once if it were possible to do so. This was my personal feeling in the matter, but I have been prejudiced against this interest payment being charged ever since its adoption by the Kansas City Board of Trade. I have been a shipper to this market for 18 years.

I find on deeper consideration of this subject, that there are two sides to this question, the same as in any other subject worthy of discussion, and that both sides are entitled to a hearing there can be no doubt. We are not here to fight the commission men of Kansas City. We are not here to argue a question with these men, as they are friends of ours and our co-workers in the business, working as the shippers' interest. Efforts to correct wrong handling have failed or have had only passing success because men have been attacked, not the methods. Let us get down to the cause that led up to the idea of charging interest.

**Overdrafts:** I find on a thorough investigation of the subject that we, as shippers, are getting more and more into the habit of drawing drafts against our consignments almost up to the price we expect our wheat to bring when sold. This habit has gradually grown until the consignment houses have had many accounts showing the shipper on the wrong side of the ledger, or in the red, as one house expressed it. These overdrafts have been instrumental in causing this interest charge to be made, as a partial protective measure. I am surprised to find upon examination of the records of the houses at Kansas City the amount of overdrafts made on shipments this year. We should abolish this custom to enable us to establish a more equitable settlement of this interest charge.

One shipper says he gets even with the interest charge by making heavy drafts, which confirms the statement I made that we should not resolve this into a fight with our commission men, but should all work together and get what is right and equitable for all concerned.

We are all satisfied when shipping to this market to pay our selling house 1 cent per bu., or the customary charge for the services performed net to them, above all other expenses attached to the shipment. A part of this expense is carrying the amount of the draft until the grain is sold, and in some cases delivered. We, as I understand it, do not object so much to paying interest on the delay of the arrival of the shipment, but we do strenuously object to the payment of interest on our draft after our grain has arrived at Kansas City and has been sold. Regardless of the fact whether or not it has been distributed to the receiving house that bot it or not.

We do not blame commission houses for charging interest until they can get their money so much so that they can buy it paying for it when it is sold and it is in his own town and only a question of a few hours or days' switching time. I am given to understand that the shippers do not carry balances with the consignment house, and the habit I spoke of, in drawing so heavy on receivers, is one which is advanced by the receivers for not wanting to pay or refusing to pay for grain until it has been weighed, which puts the burden of our drafts onto the consignment house. It has been told me, and I guess is not a question of argument, that the receiving house would willingly pay for 90% of the grain when it is bot if they knew they would get value received, hence it seems to me one of the points we have to make to insure the receivers paying for our grain when sold, is to leave a reasonable margin on our drafts.

A well-known shipper that to avert this interest charge by making his draft payable on arrival of cars; but this did not stop the interest charge, as they had to pay interest, not caused by the delay of shipment; but by the delay of the distribution of the grain after it was sold, and in some cases it took two weeks or more to get the grain weighed and weighed, and the shipper was paying interest at 6% on this money on account of a delay over which he had no control. There is no question but what the receiving house here can get quicker action on the railroads in Kansas City than a small shipper in the country, and it does not seem equitable and just to hold up the payment on grain for a delay of this kind, even if we do draw too heavy on our shipments.

Interest should cease the day grain is sold, regardless of the time it takes the railroads to distribute it. The grain is not sold until it has arrived and a sample taken and offered. There is no question in my mind but what grain, in some cases at least, would be unloaded sooner and saved from getting out of condition if the receiver's money was in it, instead of the ship-

pers. There is no question but what the receivers in Kansas City, if their money was in the grain, would find some means to unload it in getting it quicker distribution on grain after it had been sold to them than at the present time exists. I firmly believe that the buyer should shoulder some of the burden of handling grain as well as the shipper. We have the reputed causes of this interest charge. You all know the effect, now what is the remedy? You all know that when consigned grain is sold, it is sold Kansas City terms.

One of the terms is that interest shall be charged on shipments of this kind from the time drafts are paid until grain is received at receiver's house, whether it be a mill or an elevator. It is a question with us, can we change this part of the terms of our sale in any way? We could make our drafts payable on arrival of cars; but this would not help us in any way, as they say cars have not arrived here until they are unloaded. I am not able to state whether, under the law, they have put the proper construction on this; but suppose it is decided by our courts that it is unjust to charge interest on grain after it is sold until it arrives at the receiving house, still our Supreme Court has decided that we must abide by our contracts whether good or bad, and they cannot mean here when we ship grain to be sold at Kansas City, that we are going to sell at Kansas City terms, which means that it should be delivered at the receiving house before it is paid for. Is this construction right? Is it right for the receiver at Kansas City working for their interests alone, to put this construction on the law?

I, for one, do not think so, and will close by offering a motion to the effect that a committee be appointed by the chair, constituted of members of the Kansas Grain Dealers Ass'n, with the commission houses to see if an agreement on the basis of arbitration cannot be made as a step in the right direction to remedy this matter. This committee to report while this organization is in session.

Mr. Kelly's motion was carried, and President Cox appointed the following as such committee: Eugene Kelly, W. C. Brown and J. C. Bradley.

E. F. Madden said he had stopped paying interest by consigning his grain to markets which do not charge interest on drafts.

J. H. Lynds: Does the natural shrinkage depend on how much the railroads and elevators want to take as it passes through their hands? I think in justice to the commission firms here, we should consider that they are out the use of the money paid on our drafts from the time they pay them until the arrival of the car. Is it right they should furnish us money to do business on?

Secretary Smiley announced the introduction in both houses of the Missouri legislature of bills forbidding the taking of dockage on each car.

F. A. Derby: I hold we can not fairly expect commission merchants to advance money on our drafts. It is just that we should pay interest. On grain sold f. o. b. it is somewhat different. But this question remains, So long as other markets do not charge interest, how can Kansas City afford to do so? We retain title in our grain until it passes over the scales at destination.

H. Work: I do not like to pay interest, but do not feel we can justly ask commission merchants to furnish us money to do business on free of charge. Interest on drafts against grain sold f. o. b. shipper's track is different.

W. F. McCullough: I think the grain commission merchants have a right to charge interest, but I doubt the right of the buyer of grain f. o. b. any track to charge interest on drafts paid.

C. B. Tripp: There is merit in the interest charge, but when shall the interest cease? I believe it should stop when the grain is sold.

President Cox appointed S. J. Thompson and Perry Allin as an auditing committee.



Committee on resolutions: F. A. Derby, H. Work, A. H. Bennett, W. F. McCullough and J. H. Kinnear.

Adjourned to 10.00 a. m. Wednesday.

## Wednesday Morning Session.

The Wednesday morning session was called to order by President Cox at 10:15. Secretary Smiley read his annual report, from which we take the following:

### Secretary's Annual Report.

I am grateful for the privilege of making this, my eleventh annual report as Secretary of the Kansas Grain Dealers Ass'n. It affords me great pleasure to report that the year past has been a profitable one to the grain trade of this state. As you know, I have been associated with the grain trade of this state as secretary of this association for nearly thirteen years, and it is my opinion that the year just passed has been the most profitable to the grain dealers of any during this time. There are several reasons for this, the chief one being that practically all dealers have decided to make their purchases with a fair margin of profit, and there being very few track buyers at points where there are elevators, permits dealers to make a profit on all shipments.

The day has passed in this state for ruinous competition, as many dealers have found out by sad experience that it is much better to let a selfish competitor have the grain than to attempt to handle even a part of it without a profit.

In spite of what has been done for the grain trade through organization, we meet men engaged in the grain business who insist that they can see no benefit in belonging to the ass'n. Ordinarily we consider the life too short and time too precious to argue this question with men who are blind to their own interests. Without exception we find this class of men eager and willing to take advantage of all the benefits brot about through organization.

When the association was organized twelve years ago the grain trade was in a deplorable condition. Elevator property in the state was a drag on the market and not salable. Their Golden Rule was, "Do unto others as they would do unto you, but do it first." Weights and inspections at terminal markets were rotten to the core. Arbitration between country grain dealers had not been dreamed of, in fact the local merchant was suspicious of his competitor and the many abuses at terminal markets were rapidly forcing the country grain dealers near the brink of bankruptcy.

Today there is a demand for elevator property at a hundred to one hundred and fifty cents on the dollar. Practically all differences and when the cars are settled by arbitration, instead of litigation. Weights at terminal markets are satisfactory. Each A/S is accompanied by a weight certificate and car report showing the physical condition of all cars of grain on their arrival at the elevator. The 100 pound deduction from each car of grain has been discontinued at all terminal markets excepting Kansas City, Mo., and Omaha, Neb. Trade rules have been adopted and the midnight tariffs discontinued. The dishonest and disreputable dealer in the country and at terminals forced to seek other fields. These are facts that every dealer will admit.

After having overcome what seemed insurmountable obstacles, we are now confronted with a proposition, known as the Uniform B/L, foisted on the grain trade by the common carriers of the country.

**Bad Order Cars:** We have advised you from time to time of the number of cars arriving at Kansas City, St. Louis and Galveston reported leaking on their arrival by the weighmasters at the different markets. From reports and personal investigation we are forced to the conclusion that during the past year a large proportion of railway equipment, especially box cars, were more unfit for handling bulk grain than in recent years.

We do not believe that the carriers realize the condition of much of their equipment, and before another crop is moved we would suggest that blank forms be provided to every member of the association, that when the cars are set for loading all defects be shown on the blank and that this report be sent to the secretary's office, and he in turn file same with the master mechanics of the lines to which the equipment belongs. There is certainly some way to avoid this great loss to both carrier and shipper. Rough handling of loaded cars by trainmen at terminals is responsible for considerable of this loss. Take for instance several large capacity cars loaded to the limit and one or two of

smaller capacity sandwiched between the larger ones and turn them loose on a gravity track and what will be the result when these cars come in contact with standing cars? The result is that the smaller capacity cars buckle up in the center from the impact and spring a leak.

**Turkey Grade of Wheat:** At the last annual meeting held in Topeka it was resolved that the members of the Kansas Grain Dealers Ass'n respectfully request and petition the governor and each member of the State Grain Commission to put into effect a grade of Turkey wheat. Notwithstanding that each member of our ass'n was advised of date fixed by the grain commission of the state of Kansas for its meeting to establish grades for the year 1908, not a single dealer put in appearance. The millers were well represented and their request to have all wheat containing rye eliminated from the No. 2 grade was granted.

Representing our members, I requested the commission to establish a grade to be known as Turkey wheat. None of the millers present offered any objections, in fact several of the millers from the central part of the state favored such a grade. However, this was not satisfactory to certain elevator interests and our request for such a grade was declined. So far as we know, the commission offered no reason for refusing our request. We consider this question of too much importance to the grain shippers of the central portion of the state to let it pass. Wheat of the turkey variety commands a premium of from three to seven cents per bu. in all the western markets, and as quite a proportion of wheat is sold on card bids f. o. b., the seller does not receive the difference in value between the turkey or dark wheat or ordinary No. 2 wheat.

**Method of taxing elevator property and stocks.** A number of our members have experienced difficulty in securing a proper assessment of their elevator property and stock under the new tax rule laid down by the tax commission during the past year. It is the intent of the law that the average quantity of grain for the months on hand be taken. There is only one way to arrive exactly at such an average and that is to compute to the end of the month the days of each particular purchase and then to deduct from the aggregate the total number of days of sales computed likewise from each date of sale to the end of the month. The difference, divided by the number of days in the month, will give the average for the month, which should again be divided by the number of months through which the business is conducted.

Many of the local assessors throughout the state did not fully understand the instructions given by the tax commission, and as a result some stocks have been assessed at several times their proper value, while others failed to pay their just proportion of the tax.

**Inspection:** What is known as the McCumber Bill is now pending in Congress and the Agricultural Committee of the Senate has reported favorably on same. The Indiana Grain Dealers Ass'n. at its

meeting held Jan. 19th unanimously favored Federal Inspection.

The National Grain Dealers Ass'n at its last annual meeting adopted what is known as Uniform Grades of Grain and urged its adoption in this country, but comparatively few markets of importance have seen fit to adopt them, and we are of the opinion that a uniform grade of grain will never be established in this country until Federal Inspection is adopted. We are advised that the only real objection to Federal Inspection comes from the large elevator interests of this country.

The present inspection rules of Kansas are obsolete and should have been amended to conform with the rules adopted by the National Ass'n long ago. The present grain commission of Kansas without exception is not composed of grain shippers, and as the Chief Inspector admits he is not a grain man what can we expect? The Board is composed of three men who meet once a year and listen to the complaints and suggestions of the grain shippers, millers and farmers and receive \$100 per day for their services and do nothing. Great is politics in Kansas.

**Reinspection:** It is our understanding that the exchange in this city has a rule reading "Whenever grain in bulk is sold for cash by sample subject to the inspection of the purchaser the purchaser must accept or reject same by or before eleven o'clock A. M. of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by eleven A. M. of the next business day to the contrary, it shall be understood that the property is accepted."

It is our further understanding that this rule was adopted by a majority vote of the members of the exchange several years ago, but that the rule only applies to purchases going out of the city and that all purchases of grain on the floor of the exchange are made subject to reinspection on their arrival at the elevator or mills, and where reinspection is called the seller representing the shipper does not insist that the department under which the first inspection is made shall reinspect.

A few days ago a shipper advised our office that he had sold a quantity of Kafir corn to a Kansas City firm, Kansas State Inspection and Destination weights. The first car on its arrival in Kansas City was inspected by the Kansas Department on Dec. 19th and a certificate issued showing same to be No. 2 white. Six days later the car was delivered to an elevator on the Missouri side and reinspection called for. An obliging Missouri inspector inspected this car (not re-inspected) and issued a certificate showing contents to be No grade Kafir corn in a heating condition. We might add that there was a material decline in the market between the time this corn was purchased and it reached the elevator.

In this market there is no limit to the time the purchaser can call for reinspection, neither is there any attempt so far as we know on the part of the receivers, members of this exchange, to compel the buyers to accept purchases within the



M. J. Stoetzel; J. C. Haines; Pres. R. E. Cox; A. H. Bennett; N. Smith.

time limit as prescribed by their rules just adopted. This delay between inspection and the arrival of the grain at the elevators and mills has cost the shippers to this market tens of thousands of dollars. The shipper being ignorant of the fact that his grain is being delayed after inspection he has no means whatever of protecting his interests.

We do not know that anything can be done to prevent this hold up, but we certainly believe that where grain is sold by sample accompanied with an inspection certificate that it is the duty of the agent representing the shipper to take some steps to enforce the rules.

We recommend that the Kansas State Inspection department should adopt the plan worked out by Chief Inspector of Chicago, namely that all samples be taken from the cars by the department samplers to the chief inspector's office where a more careful inspection can be made under the direct supervision of an experienced man.

**Freight Claims:** During the past year we have prepared different blank forms with which we have supplied our members, accompanied with a letter containing suggestions as to how to prepare their claims and present same direct to the Freight Claim Departments. When claims having merit were refused by the claim agents we suggested that the claimants ask for the return of all the papers and turn same over to us and we would endeavor to collect same and if we failed we would then turn all papers over to our Attorneys with instructions to collect.

### Natural Shrinkage.

J. S. Tustin, F. C. A. of the Missouri Pacific Railway, who spoke of "Natural Shrinkage in Bulk Grain in Transit, How Determined," read from the address of Frank E. Marshall, secretary of the Philadelphia Commercial Exchange, at the St. Louis meeting of the National Association and made fun of Mr. Marshall's indictment. He read from the letters of Southwestern grain dealers written fifteen years ago, giving the natural shrinkage of grain in transit from  $\frac{1}{4}$  to 1 per cent. Mr. Tustin also read from letters written by grain dealers written in 1906 giving the natural shrinkage as follows: W. B. Banning,  $\frac{1}{4}$  to  $\frac{1}{2}$  of 1%; E. Chase, from 2 to 10 bus. per car; Crowell Grain Co. and Duff Grain Co.,  $\frac{1}{4}$  of 1%; Uptide Grain Co., no shrinkage.

He also read a letter from John D. Shanahan crediting corn with shrinking at least 2% for a foot of its depth in car during the spring months.

Eighteen months ago we prepared two cars so they would hold water and weighed them before and after loading with grain at different points on the Mo. Pacific. Having loaded the cars with Kiln dried corn at Omaha we had it unloaded in Atchison, Leavenworth, Kansas City, Coffeyville and Little Rock, and had scale experts go with the shipment, who obtained the following weights:

Test weight of two cars of Kiln dry corn over track scales and various hopper scales en route South Omaha to Little Rock, inclusive, April 4-12, 1907:			
Car number and initial	21037 M. P.	33266 M. P.	
	Lbs.	Lbs.	
So. Omaha Eltr.....	60,270	80,350	
So. Omaha track scale.....	60,450	80,400	
Atchison track scale—			
before elevation.....	60,460	80,400	
Atchison Eltr.....	59,800	79,860	
Atchison track scale—			
after elevation.....	60,280	80,350	
Leavenworth track scale—			
before elevation.....	60,200	79,700	
Leavenworth Elevator.....	59,825	79,905	
Leavenworth track scale—			
after elevation.....	60,100	79,550	
Kansas City track scale—			
before elevation.....	60,150	80,140	
Kansas Missouri Elevator.....	59,770	79,805	
Kansas City track scale—			
after elevation.....	60,200	80,400	
Coffeyville track scale.....	60,250	80,300	
Coffeyville Elevator.....	59,760	79,730	
Little Rock track scale—			
before elevation.....	59,950	80,050	
Little Rock Elevator.....	59,680	79,440	
Little Rock track scale—			
after elevation.....	59,910	79,700	

Mr. Tustin also presented statements of 17 shortage claims on cars loaded with 60,000 to 85,000 lbs. and hauled 300 miles, in which the shortage claimed ranged from 10 to 240 lbs.; of 22 shortage claims on cars loaded with 36,400 to 81,000 lbs. and hauled 500 miles, in which the shortage claimed ranged from 110 to 350 lbs.; of 4 shortage claims on cars loaded with 40,000 to 44,150 lbs. and hauled 640 miles, in which the shortage claims ranged from 130 to 230 lbs.

W. S. Washer commended Mr. Tustin for his spirit of toleration and moved a vote of thanks for his very comprehensive address. Carried.

Wm. Murphy of the local entertainment committee announced entertainment of the visiting dealers at Elmridge Club and the ladies at the theater.

Adjourned for dinner.

### Wednesday Afternoon Session.

The Wednesday afternoon session was called to order by Pres. Cox at 2:20, who asked for a discussion of the shrinkage problem.

E. F. Madden: I never make a claim unless my shortage amounts to 10 bus. For years I depended upon my commission merchant to collect my claims, but none were paid. Then I hired a populist lawyer with alfalfa whiskers, but he collected none; so I established a claim dept. in my office. The railroad people have badgered me until I lost patience, demanded settlement and obtained it.

Dockage of shortage claims for natural shrinkage was discussed at length by Mr. Tustin and Mr. Smiley. Mr. Tustin assured the dealers that they could inspect Mo. Pacific records of wrecked cars or anything he had in his office.

Mr. Tustin condemned the terminal car inspectors who hammer cars with a mallet in search of a leak.

H. Work: When we consider the trials a grain shipper is put to substantiate a claim and get it considered, it is no wonder we are a bit impatient. I think it is somewhat small for a railroad to demand an arbitrary deduction from our shortage claims. The claims departments seem to be for the purpose of inducing shippers to give up in despair or compromise their claims. I have a claim against the C. B. & Q. for \$500.

J. B. McClure: I have never made a claim for a shortage that was not paid. Once or twice I have been asked for additional information, but all the claims have been paid.

E. F. Madden offered to pay for the fotograf of Mr. McClure and Secy. Dorsey asked for a copy to be taken back to Texas. [Laughter.]

H. B. Dorsey: In Texas we think 30 days sufficient to investigate and pay shortages. Our grain is so dry before shipment we have no such thing as natural shrinkage. I suggest that you arbitrate claims over which you have any dispute with the railroads.

A. Wangerin: We weighed 16,000 bus. of wheat into a bin and left it there from Oct. to June. The shrinkage amounted to 32 bus. I think there is no natural shrinkage in shipments.

Secy Smiley: I believe claims which are turned down by the railroads should be arbitrated by disinterested parties.

Geo. A. Wells: Since the last meeting of the Iowa Grain Dealers Ass'n I have had occasion to handle a number of claims. I wish to cite one case. The papers were twice sent by registered mail by shipper and refused and I sent them to the Claim Agt. personally. It was refused, so I took the papers to Chicago

and went over the claim with the Claim Agt. The claim was paid immediately.

W. F. McCullough read a paper on the Natural Outlet for Kansas Grain, from which we take the following:

### Natural Outlet for Kansas Grain.

That Kansas must have an outlet, must find a market for her surplus grain outside her own borders, is as evident as that she raises more grain than she consumes. She is pre-eminently an agricultural state, and depends almost entirely on agricultural products to bring into her borders and into circulation among her people the necessary coin of the realm which has made it possible for her to show bank deposits of nearly \$200 per capita. It is her agricultural resources that have made us lenders instead of borrowers; that has changed the former fear of the mortgage foreclosure into the fear of being run down by an automobile on our country highways.

I take no account of the natural gas passed from Kansas to Kansas City, or begging the pardon of my Kansas City friends a great deal of this is again projected back into the state by the grain dealers of this city.

The time will probably never come when the state will consume within her borders even the greater portion of her grain crop. In the meantime, it is to our interest to find the best markets for our grain, and what is equally as important, the best method of reaching these markets. Since it is a well established principle that the price of the surplus grain fixes the price for the greater part of the crop, it is a matter of importance to the entire crop and to those raising and handling it, that the best possible outlet for this surplus be found.

The question is not, what is our highest market today, but is the highest market we now have, the highest and best we might have. This question of price is not one to be considered in days or months, but in years. It is not to be settled by determining which is our best market this month or this year. The future welfare of many business institutions and of many lines of trade has been prejudiced by looking too much to the present and not enough to the future. No market now existing has any valid claims on our business, if a better one is found or developed. Is our grain being handled in a way to bring the best returns to the state? If this question can be safely answered in the affirmative, we need look no further. If not, it behooves us to be looking to our interests.

You know that a certain expense is incurred in transferring any product from the producer to the consumer, and that while this expense enters into the price the consumer must pay, it also enters much more into the price which is received by the producer and shipper. You need no more illustration of this than a comparison of the net track price received by a shipper whose rate to market is 10c, as compared with one whose rate is 20c, both shipping to the same market.

Broadly speaking, the world is our market. I believe this to be so from the fact that by far the greater portion of our grain moves during what we call the export season of each kind of grain. A great percentage of it finds its way sooner or later into export channels, but even if this were not true, the price of it, or of that great portion of it which moves during the time I have indicated, is at least fixed by what we know as the export price, which is but another term for the price fixed by the world's market. This being the case, it remains to be seen how best we can reach our market, our consumers, the people who need our grain and whose needs fix the price we are to receive.

In your memory, go back twenty years and see the lines along which Kansas grain moved, and you will recall that it all headed east. The line of movement was from west to east. That portion of it which finally reached the export market, the world's market, the market that sets the price we are to receive, did so through the Atlantic seaboard. But think of the experience it had undergone before it reached there, and the expense which had been charged against it, all of which had to be deducted from the price received by the Kansas producer. Not only had it to stand the long and expensive haul with its liabilities of leakage and shrinkage, but it was usually handled by three or four or more intermediate parties, each of whom exacted his toll in the way of profit. As I said before, all these profits and expenses were out of the Kansas producer's pocket. The selling price was fixed by Liverpool or Continental markets. There was no good



reason for this condition of affairs, other than that the general trend of business had always been east and west and the principal railroads were built and operated in these directions.

Since the grain must reach the world's consuming markets by water, it follows that the shortest and cheapest route by which we can reach a deep water port is the natural, logical and best route. This, for Kansas, is of course a Gulf port, and the development during the past twenty years of these ports and of the north and south lines of railroad by which they can be reached, shows their superiority as an outlet and shows that conditions will adjust themselves in conformity with natural laws, if given the time and opportunity. It is true, the development of this route and of markets along this route was long held back by rate adjustments among the railroads, rates being so arranged that it cost much more nearly as much to reach the Gulf by the short haul as it did the Atlantic with its long haul. This condition is changing with the recognition by the railroads, that a community is in a measure entitled to the benefits of its location and that arbitrary rate adjustments should not work to the disadvantage of sections whose natural location is favorable, to the advantage of those not so favorably located.

As an illustration of present conditions let us take wheat rates from Wichita, as being a point with which I am familiar. The rates from Wichita to the Gulf and to Chicago are practically the same, the difference being but  $\frac{1}{2}$ ¢ per cwt. Yet look at the difference in results. In building south you have reached the seaboard, east you are but half way. This condition as to rates exists at the great majority of grain shipping points in the state. Understand, I am saying nothing against eastern markets, on grain which can naturally move their way. I speak for Kansas grain, and what I say in regard to it does not necessarily apply to grain originating north and east of us. What I maintain is that it is false economy, or rather the reverse of economy for Kansas grain, especially Southwestern, Central and Western Kansas grain, to move across or over to the east line of the state in seeking a market. A great deal of it that does so move, is again re-shipped south, paying the penalty, in higher freight rates, of having moved out of its natural course. This is a movement that cannot be defended by any logical reasoning.

Superior handling and storage facilities at the present time along the line of eastward movement will account for some of it. Natural conservatism will account for more of it. Shippers and buyers have their customers and connections a long established lines of trade and the change from former methods is naturally slow. First it was essential to be provided with the railroad lines to the south. Then markets must be developed on the new line of shipment, be provided with the necessary facilities for handling, storage, etc. These facilities may seem to have come slowly, and I believe that were it not for this fact, more of our grain would be moving by this route than at present, and that much grain has moved by other routes, more expensive to the Kansas producers, which should have gone south, direct from point of origin, yet a comparison of present conditions with 10 years ago and again with 5 years ago shows a steady and gratifying improvement.

John D. Shanahan of the Agri. Dept., in speaking of the influence of our present grain inspection methods on our export trade, said he regretted from the bottom of his heart he could not give a more favorable report.

## Our Export Grain Trade.

Mr. Smiley insists on my saying something to you, in view of the fact that I have lately returned from a visit in Europe, where I went to review the work of investigation that the Department of Agriculture has been carrying on during the past several years. I wish with all my heart that I could conscientiously give you a more pleasing report as to the attitude of our European customers in grain toward our merchants, grain inspectors and grain trade generally. To go into this thoroughly would be a long story, and cover ground with which most of you are familiar.

Speaking generally, there are three different forms of contracts used in the purchase of grain in European importing countries, namely, "equal to the average of the season's crop" at the time and place of shipment, which contract is used largely in dealings with our Pacific Coast trade, Australia and India.

"Shipment equal to a sealed sample"—the meaning of this is obvious, and is the contract used generally in trade with Russia, principally, because of the fact that the quality of the grain varies in different parts of that country, and the unreliability of the average Russian merchant.

The form of contract used in trade with our Atlantic and Gulf ports provides that an "official certificate of inspection shall be final as to quality." The above mentioned ports and import ports are the only ones to which the privilege of trade upon these contracts is granted. Up to within a few years ago deals made upon this form of contract proved entirely satisfactory, as the inspection was reasonable and reliable. About ten years ago complaints began to come in from our European customers on account of the poor and unsatisfactory quality of the grain delivered upon these contracts, and the unreliability of the inspection certificate. Owing to the fact that most of the European commercial bodies, such as exchanges, bourses and kindred organizations are in different ways connected with and controlled by the different governments, the Europeans had a very well grounded idea that the United States Government either issued these certificates or acquiesced in their use.

The Department of Agriculture has had a representative in Europe during the past three shipping seasons examining cargoes of American grain as they arrived at different ports. During the first season the percentage of corn that was found to be out of condition upon arrival amounted to something more than 16% of all that was examined. During the next season the percentage ran up to 19% and over, and during the season just past the percentage dropped down to 6½%, owing to the high price of corn in the United States, and the consequent shutting off of exports. It has been my observation during the past several years that by far a larger proportion of poor than good corn is induced to our seaboard by a more liberal inspection and grading than elsewhere, a fact which has proved more or less disastrous to our export trade.

The European's ideas as to the size of our country and the distances between our ports is rather vague, and as a consequence he cannot understand why the quality of the grades of corn vary so much in the different ports of export. The great desire on his part is that the grading should be not only reliable but uniform, and as a matter of fact I am inclined to think, after careful observation, that if we try we could do more than we have done to satisfy his desires in this respect, which, on the whole, I believe to be conservative as compared with an American point of view.

About the time I arrived in Europe, European millers were receiving wheat shipped from this country and graded as No. 2 hard winter wheat, none of which in my judgment was worthy of the name or grade. In my judgment also there is no wheat raised in this country worthy to be called "hard winter wheat" east of the 95th meridian in Kansas.

Previous to receiving the above mentioned wheat, the European miller had been receiving his supply from Argentine, whose wheat compares favorably with that of Kansas, which they purchased and used, especially in Germany, to mix with their native wheat, which is very soft and weak. The Argentine supply becoming exhausted, large amounts of wheat were contracted for in the United States, a greater part of which was shipped and graded out of Chicago, and was composed mostly of the soft-hard winter wheat, such as is grown in Missouri and Illinois and some parts of Nebraska. Other portions of this wheat were distinctly mixtures of hard and soft winter wheats which, according to the rules for grading of the Illinois State Inspection Department, justifies the inspectors in so grading it. The provisions in these rules under which this wheat was graded were inserted some years ago to protect the Chicago "contract grade," into which this hard winter wheat was for several years admitted only at a heavy penalty. Since the first of October last year this wheat has been admitted to the "contract grade" on the same basis as red winter wheat.

The receipt of this wheat in Europe was very disappointing, and many bitter complaints were made, especially by the Germans. At the same time they were receiving wheat from our Gulf ports which, while being of the true hard wheat character, contained so much moisture at the time of shipment that much of it was heated and badly damaged in the ships.

American Corn Should Command a Premium: During my visits to these foreign markets I made an endeavor to obtain, from such merchants as were recommended to me as being reliable, information as to the relative price American corn should bring on the markets of Europe under normal conditions, as compared with the corns of other countries, and I was told, almost without variation, that American corn laid down in Europe in as good condition as that received from other countries would bring at least five cents per bushel more in price than any of the other corns. I have carefully gone over the prices for corn from different countries, including America, as quoted "off-stands" Mark Lane, London, during the past six years, and I found that the average price received for the American corn during that period was two cents below the average

## State Association Secretaries in Attendance.



Sec'y E. J. Smiley; Sec'y C. F. Prouty; Sec'y H. B. Dorsey; Sec'y Geo. A. Wells.

price of all the other countries, and that the corn from Russia sold on an average five cents per bushel higher than that from America.

During the period mentioned there were shipped from the United States something like 486 million bus. of corn. I have estimated that a reduction of 4% in the amount for excess moisture content would have put this corn in condition to have brot this extra five cents per bu., which would have sold for something like nine million dollars above what was realized for the corn in its wet condition. I think this is worthy of thot on the part of our exporters, as I am quite sure that a united effort to better the quality of our export grades would be rewarded by correspondingly better prices for our corn in Europe.

In relation to hard winter wheat, I believe the shipping of mixtures from our Gulf ports, and the shipping also of poor wheat in bad condition from our Gulf ports invites disaster from heating in transit, all of which is reflected back upon the reputation of Kansas hard wheat and the prices that can be obtained for it in Europe.

A five-minute recess was followed by adjournment.

### Wednesday Evening Smoker.

On Wednesday evening the visiting dealers, as well as Kansas City receivers, were the guests of the Kansas City Railroad Club, which gave a vodville entertainment and refreshments.

The visitors were given many happy hits by the minstrels, special monologue and song and dance artists. But all went to their rooms the next morning pleased with the entertainment.

### Thursday Morning Session.

President Cox called the Thursday morning session to order at 10 a. m., with 20 present, and explained the light attendance by too much entertainment.

A. G. Dickinson addressed the meeting on Should the Kansas Grain Dealers Ass'n Present a Bill to the Legislature Holding Railroads Responsible for Loss Caused by Them to Elevators Located on the Right-of-Way? in which he said:

### Railroad Leases and Side Tracks.

Ninety per cent of the grain dealers of Kansas have their elevators or warehouses situated on the right of way of some railroad, or are situated on their own land adjacent to the railroad right of way and must have an elevator at an expense of dollars worth of property is situated on the right of way of the railroad companies and the dealer is exposed to damage by the railroads from fire and other causes. In order to handle large amounts of grain economically it is necessary that the grain dealer have an elevator on the right of way where he can use the railroad company's side-track to load his grain or that he be situated close enough to have a private switch run to his elevator or warehouse.

It is an important question because the railroad companies are not inclined to deal fairly with the grain dealer in regard to leases and side-tracks. They compel him to sign leases agreeing to free them from all liability for the carelessness or negligence of their employees. They compel him to sign leases for ground upon which he expects to erect buildings at an expense of thousands of dollars, agreeing to vacate and give possession upon thirty days notice. They compel him in order to get a lease, location or switch track to sign a lease with perhaps a score of conditions that are an insult to the intelligence of the grain dealer.

The violations of any of the provisions works a forfeiture of the lease. The railroad companies arbitrarily raise the price of the rentals of these leases whenever they please to do so. They compel the grain dealer in order to get a switch track to pay for the track in full in advance and then give it back to the railroad company. In fact the treatment which the grain dealer receives at the hands of the railroads in regard to leases and switch tracks is the worst injustice practiced by any corporation in the state and the practice of compelling the grain dealer to pay for his switch track and then give it back to the railroad company is the worst graft in the state.

There are no adequate laws regulating and controlling these things. The railroads can put anything they choose in a lease either for a location or a switch track and the shipper is either compelled to accept the conditions or haul his grain in wagons and shovel it into cars by hand.

The law compels the railroads to furnish adequate accommodations and facilities for passenger traffic and for local freight traffic, and for the loading of live stock, but for facilities for loading and shipping the most valuable product which Kansas produces, namely, grain, the law is inadequate and useless. The law leaves the grain dealer to the tender mercies of the railroad companies.

I favor this association endeavoring to get some wholesale legislation by the Kansas Legislature not only covering the liability of damage to property on the railroad right of way but covering leases for locations of elevators and warehouses on the right of way and compelling the railroads to furnish switch tracks for all industries whether located on the right of way or on their own land adjoining the right of way. I think the best way to do this would be through the Board of Railroad Commissioners by amending one of the laws now on file on our statute books, chapter 351 of the Session Laws of 1905, and by making a new law prohibiting the railroads from putting the exception from liability clause in their leases and giving the Board full control of all leases and side tracks.

I favor the Board of Railroad Commissioners being appointed by the Governor instead of being elected. It is an easy matter for the railroads to control the state primary enough to get a board of railroad commissioners who will be favorable to their interests, but if the Governor appointed the Board the responsibility would rest with the administration and I am of the opinion that it would be an improvement.

In order to facilitate matters and give you my idea of what legislation is needed I have drafted two bills which I am pleased to submit for your consideration. One of these bills is to authorize the appointment of the board of railroad commissioners instead of their being elected. The other bill is to cover so far as possible the question of liability to property on the right of way of the railroad company and to amend and strengthen the law in regard to switches and side tracks for industries of all kinds. I think these bills if enacted into law will go a long way toward giving the grain dealer relief, but in addition to this I would suggest that this association frame a bill and if possible get it enacted into law giving the board of railroad commissioners so much of the control of all leases for locations for industries when same are located on any railroad right of way in this state.

H. B. Dorsey, sec'y of the Texas Ass'n, spoke on the Uniform B/L as follows:

I consider the bill recommended by the Interstate Commerce Com'n as the most serious problem confronting the grain trade today. The shipper is required to sign a very unsatisfactory bill in order to get transportation for his grain and if the contract ever gets into the courts the shipper will be bound by his agreement. The bill opens the way for unlimited litigation. The railroads employ the best legal talent obtainable, but the shippers pay his salary several times over.

The astute carriers have filed a new tariff which includes the new B/L and all its conditions as well as a footnote providing for an additional 10%, so it becomes the law of the land and is the only legal rate. I am glad to say the Uniform B/L is not used in Texas except for interstate state shipments. Our laws forbid carriers to limit their liability.

I have here a B/L drafted at a meeting of grain shippers with the Oklahoma Railroad Com'n, which is trimmed up just to my liking.

..... Rail.....Chicago.  
Bill of Lading—Original. Shippers No....  
Agents No....

Received at .....this.....day  
of....., 1909, from .....  
the property described below, in apparent  
good order, except as noted, marked, con-  
signed, and destined as indicated below;

which said company, either via its own rails or in conjunction with its connecting carriers, agrees to transport and deliver in like condition to the usual place of delivery at said destination.

The company issuing this Bill of Lading is subject to such liability as is imposed by law.

Consigned to .....  
Destination.....County of.....State of.....  
Route.....Car Initial.....Car No....

The greatest objection to this stupendous imposition upon the grain shippers is found in the second paragraph of the Uniform B/L which makes the contract mutual and forces him to assume nearly all of the carriers' liabilities. It provides a loophole for carriers to deny all claims for shortages under the clause denying liability "for discrepancies of elevator weights."

I believe we can do away with many of the objectionable features thru a conference of Western grain shippers with officials of Western railroads and I believe the railroads would be glad to discuss the conditions with us. I hope some action will be taken along this line.

I have advised our members to have rubber stamps made and sign these bills "under protest," but in interstate shipments the railroads charge them the extra 10% freight, when they do.

Geo. A. Wells: I wish to ask Mr. Dorsey if he thinks he could force the use of his simple form of B/L in interstate shipments?

Mr. Dorsey: No, but I wud use it to get changes in the conditions of the Uniform B/L.

Mr. Wells: The Interstate Commerce Com'n invites formal protests to the conditions of the B/L. Our Ass'n is waiting for a specific case of grief to take up to the Com'n.

Mr. J. E. Shields of the C. B. & Q. said, I can not understand why western shippers are complaining of natural shrinkage. Some of these railroad men may think you wish to be docked and sting you hard. No western road is now docking shortage claims to allow for natural shrinkage. I believe no western shipper has discovered any difference in his treatment from railroads since the adoption of the Uniform B/L. I know of but one road which is docking for natural shrinkage.

W. S. Washer: This agitation over the Uniform B/L seems like a nightmare to me. I find no serious objection to the Bill and believe that its opposition is unwise.

H. Work: I think if the laws are enforced, the conditions of the Uniform B/L must be lived up to. If the Interstate Commerce Com'n investigates the railroads and learns they have not been enforcing the conditions and rates of their schedule they're liable for a heavy fine.

E. F. Madden: I am a believer in contracts, but I do not like the idea of the common law of carriers, the work of centuries, being set aside in a day by an agreement forced upon us. The people are now electing some of the judges, senators and congressmen, so the railroads ask us to sign away our rights. Many of the decisions of the Interstate Commerce Com'n are worse than the infamous Dred Scott decision. If the impositions the railroads are seeking to force upon us are permitted, a gigantic conflict will ensue. We carried a motion for comite a year ago, but I do not know that it was ever appointed.

Secy. Smiley: We have had trouble with the Uniform B/L, several shippers who refused to sign the B/L have been required to pay the extra 10% freight.

Adjourned for dinner.



## Thursday Afternoon Session.

Pres. Cox called the afternoon meeting to order at 2:40 and announced the postponement of the addresses to the evening session at the Elm Ridge Club.

S. J. Thompson of the Auditing Com'ite reported the Financial Statement correct and the balance on hand \$206.12. The report was adopted.

J. C. Bradley of the Comite on Interest on Drafts made the following report:

### To Stop Interest Day of Sale.

At a meeting of the Kansas Grain Dealers Ass'n held in the Railroad Club rooms Feb. 2nd, 1909, Eugene Kelley, W. C. Brown and J. C. Bradley were appointed a committee to confer with the commission men of the Kansas City Board of Trade to see if some movement could not be arranged so that the charging of interest on drafts made on grain will cease when said grain is sold. Therefore the above committee hereby submit the following:

We, the undersigned members of the Kansas City Board of Trade agree to co-operate with the Kansas Grain Dealers Ass'n to stop charging interest on drafts date sale of grain is made, and that the purchaser pay same from date of purchase. Grant W. Kennedy, Roehen-Cary Gr. Co., Brodnax & McLinney, The Moffatt Commission Co., E. D. Fisher, Geo. A. Adams, The Kemfer Grain Co., Hall-Boker Grain Co., Croysdale Grain Co., Root Grain Co., A. Logan, Moore-Lawless Grain Co., D. C. Christopher & Co., Vanderville-Lynn Co., Missouri Grain Co., Metropolitan Grain Co., Grier Grain Co.

The Comite recommended that the Sec'y make an effort to get the other Kansas City receivers to sign it.

The report was received, the Com'ite discharged and the Sec'y instructed to continue the work.

F. A. Derby, Chairman of the Com'ite on Resolutions, presented its report. The following were adopted:

### Favor Future Trading, But Denounce Bucket Shops.

WHEREAS, there is pending in the Congress of the U. S. certain measures having for their object the abolishment of future trading; and

WHEREAS, such measures may have the effect of preventing the buying or selling of commodities for cash or on credit for present or future delivery, as carried on by the legitimate Grain Exchanges of this country, and thus greatly hamper the trading in grain and affecting adversely the interest of the farmer, the grain merchant and the miller, therefore be it

RESOLVED, by the Kansas Grain Dealers Ass'n, in convention assembled, that while we favor any legislation that will destroy the greatest gambling device of modern times, termed "bucket shops," we petition our members in Congress to use their influence to prevent the enactment of any laws which will affect injuriously the future trading in grain as carried on by the legitimate Grain Exchanges of the U. S. of America.

### Good Roads for Kansas.

WHEREAS, Good Roads are of vital importance to the grain dealers of Kansas, therefore be it

RESOLVED, that we commend the efforts of the Kansas Legislature assembled, in its effort to promote the interests of every citizen of our state, and especially the of the grain dealers, by providing for good public highways, and that a copy of this resolution be sent to the Governor of the State of Kansas.

### Thank the 74.

WHEREAS, we understand that the motion to abolish the 100 pound deduction in the Kansas City market was lost by a vote of 74 to 54, it requiring a two-thirds majority to adopt, therefore be it

RESOLVED, by the Kansas Grain Dealers Ass'n, that a vote of thanks is due and is hereby tendered to the worthy 74 who voted for the abolishment.

### Uniform B/L Unfair and Unjust.

WHEREAS, the present Uniform B/L, as presented by the various railroad companies, we consider unfair, unjust and very detrimental to our interest, be it

RESOLVED, that our Sec'y is hereby authorized to act, in conjunction with the secretaries of like ass'ns, in an endeavor to eliminate the objectionable features of said Uniform B/L, as the various secretaries in their judgment think best.

### National Rules Amendments.

WHEREAS, this Ass'n has deemed it wise, and did by its vote at the meeting in Wichita adopt the National Trade Rules for use among its members; and

WHEREAS, these National Trade Rules are from time to time amended and added to as the necessity and the exigencies of the trade require, therefore be it

RESOLVED, that these amendments and additions to such rules be herewith confirmed as made, and the interpretation of said rules by said National Comite be adhered to so that these National Rules will be in effect in this Ass'n just the same as they are in the National Ass'n, so as not to conflict the one with the other.

A resolution denouncing bucketshops, and endorsing the bill pending in the Kansas legislature to outlaw them, was upon motion by J. C. Robb, seconded by E. F. Madden, laid on the table.

An amendment by E. F. Madden to the vote of thanks to the Railroad Club and to the Kansas City Board of Trade, that thanks also be extended to the Kansas City, Kan., Board of Trade for its invitation was defeated by a decisive vote and the other organizations heartily thanked.

A resolution declaring it the policy of the Ass'n not to elect a member to office in the organization who does not operate an elevator or a warehouse was lost.

A resolution providing for reaffiliation with the National Ass'n was opposed by Sec'y Smiley and defeated.

The following resolution was presented and later adopted:

### Protest Against Advance in Fees.

WHEREAS, we understand that a bill has been introduced in the Kansas Legislature providing for an increase of 50% in the fees for the inspecting of grain by the state inspectors, and

WHEREAS, we believe that the present fees are sufficient to provide for the adequate and proper inspection of grain and that an additional cost will be an undue and unnecessary tax on the grain dealers of the state, therefore be it

RESOLVED, that we protest against any increase in the present fees and urge the defeat of any bill looking toward such increase, and that the Sec'y be instructed to use his best efforts to this end.

Mr. Kelly presented a copy of the bill which provided for many increases in salaries and the following increases in fees:

### Proposed Advances in Weighing and Inspection Fees.

The bill provides for the following increases in the weighing and inspection fees:

An increase for inspecting and sampling each carload from 40c to 70c; for inspecting out of elevators from 40c to 50c; for weighing into warehouses, mills or elevators from 50c to 70c; for weighing out grain that has been previously weighed by the state, where certificates are required, from 25c to 40c; for weighing out where no certificates are wanted, from 15c to 20c; where one warehouseman is moving his grain from one warehouse to another, 15c, unchanged; for re-inspection where former inspections are sustained, from 40c to 70c; for extra samples required, 25c each, no change; weighing on track scales, from 25c to 50c.

The chair was instructed to appoint a Com'ite of three to assist the Sec'y in opposing the proposed increase in weighing and inspection fees.

I. A. Pribble, of the Com'ite on Arbitration, read its annual report, from which we take the following:

### Summary of Decisions Rendered by the Board of Arbitration of the Grain Dealers Ass'n of Kansas, for Year 1908.

During the year 1908 there have been six (6) cases brot before your committee for settlement. Four of the cases were handled by correspondence and the other two were settled in a verbal hearing. The decisions were as follows:

The Atchison Live Stock Co., of Atchison, Kan., vs. Force & Kelly, of Wheaton, Kan. Decision rendered in favor of the defendants.

The Early Grain & Hay Co., of Amarillo, Tex., vs. The C. B. Gaunt Grain Co., of Wichita, Kan. Decision rendered in favor of plaintiff.

The Bennett Commission Co., Topeka, Kan., vs. A. W. Wickham & Co., Salina, Kan. Decision in favor of defendant (notice of appeal given but papers not filed).

The T. H. Bunch Co., Little Rock, Ark., vs. C. B. Tripp, Central, Kan. Decision in favor of plaintiff; costs divided between the litigants.

The Caywood Grain Co., Clifton, Kan., vs. Bennett Commission Co., Topeka, Kan. Decision in favor of plaintiff; costs divided between litigants. Notice of appeal given but not filed.

E. R. & D. C. Kolp of Wichita, Kan., and Ft. Worth, Tex., vs. The Ellsworth Mill & Elev. Co., Ellsworth, Kan. Decision in favor of the defendant.

Your chairman has an apology to make with reference to the delay in making up the papers in some of the cases submitted, but he was simply covered up with work and forced to delay the cases on this account. He wishes to say, however, that the other members have very promptly written their decisions, and it is not on their account that any of the cases have been delayed.

One thing I would like to say to the members of the Ass'n is this; nearly all of the cases brot before the Committee are caused in the first place by a lack of proper



Director P. N. Allin;  
Sec'y E. J. Smiley;

Directors J. Latshaw and S. J. Thompson.  
Pres. R. E. Cox.

understanding between buyer and seller in the exchange of confirmations. If the terms of the original contract were thoroughly understood by both buyer and seller and confirmations were properly exchanged, in 99 cases out of 100 there would be no cause for settlement of differences by arbitration. Respectfully submitted,  
I. A. PRIBBLE, Chairman.

Adjourned to catch the 4:15 car to Elm Ridge Club.

### Thursday Evening Session.

Pres. Cox called the members to order in the bridal chamber of the Elm Ridge Club. The rules were suspended and R. E. Cox of Elsmore was reelected president.

J. C. Robb of Wichita was elected vice president.

Eugene Kelly was elected a director from the fourth district.

S. J. Thompson of Holton was elected a director from the first district.

Perry N. Allin of Coffeyville was elected director from the second district.

Joseph Latshaw of Wilson was elected director from the third district.

E. J. Smiley was unanimously reelected secy-treas.

Each thanked the members for the honor conferred and promised to do his best for the organization.

Discussion of the uniform rules governing the grading of wheat recommended by the National Ass'n followed. Secy Smiley read from the proposed rules and asked that the Ass'n take them to the Governor and recommend their adoption.

Messrs. Madden, Kelly and Robb opposed the uniform rules.

E. F. Madden: I move that we appoint a Comite to take up the matter of grades for Turkey wheat with the Governor and the new Commission. Carried and amended to have E. F. Madden and E. J. Smiley on the Comite.

Upon motion of I. O. Pribble Rule XIII of the Trade Rules was amended so as to provide for appeals to the Tri-State Board of Appeals instead of to the Arbitration Com'tee of the National Ass'n.

E. F. Madden moved that all ex-presidents be enrolled as honorary members of the Ass'n without voting power. Carried.

Mr. A. G. Dickinson moved that the bills presented by himself be printed and copies sent to each member of the State Legislature.

H. Work moved that the matter be referred to the Board of Directors. Carried.

Adjourned sine die.

### The Banquet at Elm Ridge.

A large number of the visitors remained for the banquet at the beautiful clubhouse of the Elm Ridge Golf Club, so there were no vacant chairs when Toastmaster F. G. Crowell rapped for attention and bid the guests be seated.

The "Eleventh Annual Gabfest," as the banquet is dubbed by the Committee on Arrangements, was an enjoyable success, the only remonstrance coming from those who tried to do full justice to the following menu:

#### Program Continued.

#### ACT III.—SCENE I.

In which the entire company consisting of two hundred trained artists perform in wonderful unison with Elbow Bender and Cavity Filler, The World-Around Jugglers, Who will cause all of the following paraphernalia to disappear with marvelous ease and grace:

Corn Juice a la Red Seal.  
Salted Cane Seed on Chip.  
Kansas Points a la 1893, Rock Bottom.  
Kansas Oil, Kaw River, Mixed in Cup.

Irish Plums Alfalfa Stems  
Smoky River Whale Sorghum Dip  
Winter Grasshopper Anchored  
(With New Toad Stools.)  
Kaw Valley Spuds and Green Bug Eggs  
Stuffed Coreless Apples  
(Carrie Nation Dressing.)  
Chilled Bovine Extract Kaffir Sinkers  
Pressed Curds Wheat Floaters  
Alkali Extract  
Twisted Cabbage Leaves

#### Interruptions.

African Carols With High Strung Harmony.

#### PROGRAM AGAIN.

(Last Continuance.)

#### SAME ACT—SCENE II.

In which only celebrated Five Minute Monologists will distribute passing remarks with lightning-like rapidity as commanded by our Peerless Manager.

#### CROW WELL.

After this please do not keep your seats, as we only have them rented for this occasion.

After the cigars had been lighted the Toastmaster assured his auditors none would be permitted to speak more than five minutes, and Rabbi Knute insisted that they cut it short.

Toastmaster Crowell: It gives us great pleasure that so many of you have remained over to favor us with your company here tonight. I always thought Secy Smiley was a martyr to the cause of Ass'n work. The attendance here indicates renewed interest in Ass'n work and we are glad to see it.

We will now hear from Mr. Murphy's band, "The Nicest Man in Town."

The song proved to be all about the Toastmaster, who blushed as man never blushed before, and the auditors laughed and cheered.

Cox, President Cox of the Ass'n, told of the great achievements of man, but their failure to devise words of sufficient weight to express fully the appreciation of the members of the Ass'n for the favors and courtesies showered upon them by the Railroad Club and the Board of Trade.

Pres. McGowen of the Railroad Club told stories and the crowd laughed.

Murphy's band told of Smiley's Big Night Tonight, and Smiley by his embarrassment admitted the indictment.

Pres. W. F. McCullough of the Wichita Board of Trade, sang of his home city—the best city in Kansas altho not possessed of 750 miles of boulevards [laughter]. He praised the hospitality of the Board of Trade—the best anywhere.

E. J. Smiley, the perpetual Sec'y of the Kansas Ass'n, responded to The Jail Preferred: I believe we are nearer to the members of the Kansas City Board of Trade than ever before, and I thank you for the warm reception tendered us.

The gallant Knight from Texas—Sec'y Dorsey—was called upon to respond to the absent ladies. This entertainment is right up to the notch—no hundred pounds reduction. I want to compliment you on your grand entertainment. I wish to assure you we will be glad to see you all at the annual meeting of the Texas Grain Dealers Ass'n in May. A warm welcome awaits you.

Murphy's band sang about how Dorsey the B/L authority put Mr. Webster to the bad.

Secy. Geo. A. Wells of Iowa, the gum shoe Secy who gets there: I like the Kansas City spirit and I believe if I had any grain to ship I would ship it to Kansas City, regardless of freight rates. Another thing I like about Kansas City is you believe in deep waterways, at least you leave the water in the rivers.

E. D. Bigelow, the dean of the grain exchange secretaries: Higher standards, better methods prevail in our trade each

day. I feel our business is on a higher plane than ever before and continues to improve.

Murphy's band sang of the great secretary.

A tick from Chicago—H. A. Foss, Board of Trade Weighmaster: It has been seven years since I last met with you, and I wish to assure you it is very gratifying to see the growth of your ass'n in numbers and activity. I also wish to congratulate you on the spirit of harmony prevailing between your organizations.

Charles S. Clark of the Grain Dealers Journal spoke of the influence of the social feature of Ass'n work in raising the grain trade to a higher plane.

E. F. Madden, the silver-tongued orator from Hayes City, thanked the hosts for the magnificent feast served and praised the character of the grain dealers.

H. F. Probst, who thinks in German and speaks in English, was given time without limit, told of a visit to 101 Ranch and of what Geronimo told his braves.

Murphy's band sang of Probst knowledge of Babylon.

Mr. Robb, the next mayor of Wichita, quoted Col. Prouty in his expression: The grandest thing on earth is the love of man for man. The influence of such occasions as this does more to make us tolerant of one another than all the work done by the officers between meetings. Honest business, good fellowship does much to make us successful.

Wm. Murphy, a true disciple of King Oscar, told stories of Robb, Dad Hutch and Foss.

The dealers rushed for the special trolley cars in waiting.

### Convention Notes.

Missouri: H. Reed, Drexel, and G. B. Wyatt, Adrian.

Arkansas had a representative in the person of J. H. Hunt from Fort Smith.

Chicago was represented by H. A. Foss, Weighmaster Board of Trade; P. S. Goodman.

The S. Howes Co., thru its representative, distributed a good pencil with holder for it.

J. A. Comer distributed lead pencils with the compliments of Chickasha Cotton Oil Co.

The Grain Dealers National Mutual Fire Insurance Co. gave away a number of its paper weights.

H. B. Dorsey, Sec'y Texas Grain Dealers Ass'n, represented the Lone Star state from Fort Worth.

The St. Joseph delegation was composed of W. H. Frederick, T. P. Gordon, T. A. Anderson, W. H. Harroun.

Topeka was represented by: A. H. Bennett, A. D. Blanchard, W. S. Bolton, J. E. Gall, W. W. Walton and C. W. Hoyt.

From Iowa: Geo. A. Wells, Sec'y Western Grain Dealers Ass'n; M. McFarlin; E. L. Bowen, all from Des Moines.

L. A. Fitz of Fargo, N. D., and J. D. Shanahan, Expert in Standardization, Washington, D. C., represented the work of Uncle Sam.

It is hoped that the Coates House will not only be the headquarters for the next Kansas City meeting but that the Convention itself will be held in the building.

The Missouri Grain Co. put a lead pencil with a short looped string in one end of it thru a button hole, and then defied



the wearer to take it off without cutting the string.

H. Work of Ellsworth was reappointed member of the Tri-State Appeals Board. I. A. Pribble, C. A. Smith and F. B. Bonebrake were reappointed as members of the Arbitration Comite by Pres. Cox.

The Kansas City Board of Trade furnished market quotations in the Assembly room, where the dealers could note the points of the meeting and changes in the market at the same time.

Eighteen members of the Kansas Grain Dealers Ass'n were so taken with the hospitality of the Railroad Club that they joined it before they left the city. It's a good place for a lonesome man to hang his hat.

During the excitement of the three days' meeting Sec'y Smiley had a bran new overcoat exchanged for a ragged, shabby one without his consent, and E. N. Bailey was unfortunate enough to get nothing in return for his coat.

Nebraska was represented by a prosperous crowd as follows: E. Bosmyer, Superior; D. C. Hauck, Fairbury; M. J. Stotzel, Roseland; G. P. Bissell, Central City; D. W. Feusner, Ragan; E. J. Tucker, Howe; F. E. Warren, Reynolds.

From Oklahoma: G. M. Cassity, O. W. Hutchinson and B. U. Feauquay, Tonkawa; D. C. Kolp and C. D. Smith, Oklahoma City; C. F. Prouty, sec'y Okla. Grain Dealers Ass'n; Wm. Randels, J. H. Shaw, A. E. Stephens, from Enid; Geo. Noll, Muskogee.

Sec'y Smiley started the bouquet business, which lasted until the last word was spoken Thursday evening at Elm Ridge, when he classified every one on the program as "Honorable" except W. S. Washer, who in introducing himself said he hoped it did not imply he was dishonorable.

The Wichita delegation came and left on a special car. Those who attended were: R. H. Conyers, J. Dobbs, E. Kelley, W. F. McCullough, S. H. Miller, J. C. Robb, H. C. Thompson, F. G. Olson, F. C. Dymock, P. H. Pelkey, of P. H. Pelkey Construction Co.; A. Harboure, E. M. Elkins and R. R. Sherar.

Among the insurance men who interviewed the dealers were W. M. Sloan, C. E. Bowers, J. J. Fitzgerald with the Grain Dealers National Mutual Fire Insurance Co.; Geo. A. Wells, Sec'y Western Grain Dealers Mutual Fire Insurance Ass'n; G. A. McKinney, Millers Mutual Fire Insurance Ass'n.

M. Reed of Louisburg was undoubtedly the oldest man at the Convention, and probably the oldest active grain dealer in Kansas. He is past 72 years and there wasn't anything the boys started that this man of three score years, ten, and two would not follow. The boys at the elevator say he will do more work in a day than any of them, and he looks it.

It was generally lamented among the grain dealers that the old veteran Wm. J. Graham has quit the Kansas Inspection Dept. A petition was circulated by some of his friends asking him to return and was signed by all who had an opportunity. Mr. Graham declared that he liked inspection work, that it was what he was trained to do, but there was too much politics in it for him, so he got out.

About a dozen wives of the grain dealers were chaperoned by Joe Bracken at a theatre party Thursday evening while the men banqueted and toasted at Elm Ridge. Altho at the men's banquet there was a toast to the ladies, it will be con-

ceded they were better off at the Willis Wood theatre under the supervision of Mr. Bracken listening to the "Call of the North" than they would have been at the old race track, where a few racy stories were turned loose. There were twenty-five ladies in the party.

The machinery men were: S. Hare; A. Barry, with the Richardson Scale Co.; A. McLeod, with McLeod Bros. Automatic Scales, Bloomington, Ill.; B. P. Ordway, Avery Scale Co. The Richardson Scale Co. and McLeod Bros. had small working models of their scales on exhibition in the lobby of the convention hall. The Avery Scale Co. invited the dealers to see one of its machines at work in room 225, Board of Trade Bldg. The Mattoon Grain Conveyor Co. was represented by J. L. Senteny, who exhibited a small model car loader; H. C. Draver looked after the interests of the Huntley Mfg. Co. and J. L. Smythe the S. Howes Co.

The Kansas City bucket shop aggregation had the audacity to invite legitimate grain dealers to attend a banquet which it proposed to give Wednesday evening, Feb. 3. Pres. Cox, who delivered a scathing address upon the evils of bucket shops, refused to consider the invitation, and referred it to Sec'y Smiley, who left the subject to the directors. The directors, lead by that master of diplomacy, S. J. Thompson, courteously refused the invitation owing to the "lateness of the hour," "previous engagements," etc., but the actual reason as understood by the officers and directors, and reported by the daily press, was because the Kansas Board of Trade is heart and soul a bucket-shop, and the dealers thru the directors absolutely refused to be found in such company.

Among the Kansas dealers present were:

P. N. Allin, Coffeyville; T. W. Andrews, Rossville; J. E. Andrews, Cardin.

R. A. Braik, Erie; E. N. Bailey and wife, Baileyville; J. C. Bradley, Rossville; A. A. Bradley, Harlan; F. B. Bonebrake, Osage City; E. N. Blue, Protection; W. H. Beatty, Wakefield; W. C. Brown, Palmer; H. S. Bryant, Smith Center; C. G. Bennett, Gypsum; W. L. Brandon, Clyde.

Geo. Craven, Summerfield; R. E. Cox, Elsmore; L. Cortelyou and wife, Muscotah; W. H. Connet, Axtell; John Carroll, Chapman; David Coleman, Denison; M. W. Cardwell, Perry; M. Chamberlin, Beverly; J. J. Comer, Willis.

E. L. Donahoe, Cawker City; J. H. Douglas, Rock Creek; J. C. Dopp, Glasgow; Fred Dundas, Holington; A. G. Dickinson and wife, Humboldt; F. A. Derby, Sabetha.

C. S. Edwards, Jewel; W. C. Evans, Schrover; J. Entzinger, Moran.

F. B. Fulton, Agenda.

M. S. Graham, Zurich.

J. E. Hughes, Culver; J. H. Hillyer, Dodge City; T. Hoffman, Enterprise; C. Henning, Glasco; W. F. Hinerman, Brookville; E. C. Haine, Augusta; J. S. Hart, Randall; H. H. Hill, Arkansas City.

A. K. Kolbelsch, Harlan; J. H. Kinnear, Poyhattan; M. O. Koelling, Bloomington; W. C. Kiely, Wheaton; C. P. Kettleson, Kinsley.

H. M. Lloyd, Sterling; J. A. Lyons, Langdon; J. H. Lynds, White Cloud; Joe Latshaw, Wilson; J. F. Lukert, Sabetha.

E. F. Madden, Hays City; J. B. McClure, Fowler; Frank Montgomery, Stockton; C. D. Marshall, Clifton; W. A. Miller, Anthony; Roy McMillan, Downs.

M. H. Nelson, Gueda Springs.

Philip Ochs, Boyd; J. W. O'Connor, Hartford.

H. F. Probst, Arkansas City; I. A. Pribble, Salina.

F. S. Rexford, Thayer; W. F. Rexroat, Enterprise; A. T. Rodgers and wife, Beloit; E. L. Reed and M. Reed, Louisburg; S. T. Roach, Englewood.

C. E. Sheldon, Everest; J. H. Strahm, Berwick; T. F. Smith, Vermillion; Wm. Schrenkler, Walker; C. A. Smith, Wells-

ville; L. C. Smith, Abbeyville; C. D. Schmidt, Frederick; N. Smith, Riverdale.

C. B. Tripp, Centralia; S. J. Thompson, Holton; M. Toomey, Americus; Frank Thoman, Summerfield; J. F. Toombs, Wellsville.

R. E. Vaughn, Coffeyville; L. K. Van Horn, Ford; G. E. Vining, Moheka.

W. S. Washer, Atchison; G. A. Wallerstedt, Linsborg; W. S. Williams, Ottawa; A. Wangerin, Vining; A. W. Wickham, Salina; H. Wessels, Hanover; J. A. Winterscheidt & Son, Germantown; F. C. Wegener, Page; C. S. Woodruff, Bennington; H. Work, Ellsworth.

W. S. Yundt, Arlington.

## Cost of Recleaning Clover Seed.

The clover cleaner which can be relied on to do the best possible work and which can be adjusted to meet varying conditions, and which is supplied with screens to clean out the various admixtures of clover seed, costs about \$500. Such a machine is supplied with about 125 sets of various kinds of screens. When preparing to clean a given lot of clover seed it must be tested thru several test screens, to find out just what particular screen will best suit this particular lot. Cleaning clover seed is absolutely a scientific proposition and cannot be successfully accomplished except in the hands of the expert.

There are cheaper machines than the one mentioned, which may take out of a given lot of clover seed, for which it happens to be exactly adapted, one kind of foreign seed (it may be in an extreme case). It might clean a given lot of seed in fairly good shape, but such a machine will probably fail on 50 lots for every one on which it would succeed.

The general trouble is, the farmers are not willing to concede that their seed is foul. They have not taken the pains to examine the fields when growing, to see how much foul vegetation was growing along with the clover, and after it has been thrashed, do not take the pains to analyze it to see how much filth it really contains.

The ordinary purchaser of clover will not pay the price necessary to get the thoroly recleaned seed. It costs somebody a good round price to reclean clover. As an example of the cost of cleaning clover, our firm has this year cleaned more than 25,000 bus. of clover seed, most of it coming to us just as it left the thresher, but probably one-fourth of it having had a so-called cleaning before it came to us; and here I want to say that this year's clover is the best in quality that we have received in our 25 years in business.

The 25,000 bus. of clover seed spoken of has averaged cleaning but 7 lbs. per bu. Estimating the buying price on an average at \$5 per bu. this shrinkage has amounted to little over 58 cents per bu., counting nothing for labor, expense of machinery or other equipment.

Thoroly recleaning clover seed usually costs the dealer about 75 cents per bu., exclusive of any profit he may ask. Of course there are all gradations of cleaning costing from 5 cents per bu. on up, but I refer to a thoroly cleaning, with only purest high-grade seed obtainable in view, regardless of cost, and in the end it is the cheapest seed.—From address by A. E. Reynolds of Crawfordville, Ind., at Purdue University.

Rules governing reconignment of grain thru elevators at Cincinnati to points within Cincinnati limiting limits are given in C. C. & St. L. tariff ICC No. 4636.

# Grain Trade News

## ARKANSAS.

Stuttgart, Ark.—The Stuttgart Rice Mill Co. has let the contract for its second mill to Philip Rahm.

Roe, Ark.—Roe Rice Co. incorporated; capital stock, \$100,000. F. W. Forester, pres.; W. V. Powell, vice pres.; C. B. Richmond, sec'y-Treas.

Little Rock, Ark.—H. L. Rummel has been elected pres. of the Little Rock Board of Trade to succeed N. H. Williamson, who has resigned and removed to Texarkana.

Lonohe, Ark.—A company was organized, Jan. 25, to build a rice mill. P. H. Wheat, Jr., was elected pres. and R. S. Kirk, Secy. A site for a mill has been donated and work will be started immediately to get the plant equipped for the fall crop. The Green & Russell Rice Co. has been organized with a capital of \$10,000. Duff Green, pres.; Helen I. Russell, vice pres.

Argenta, Ark.—During a terrific gale, Jan. 29, sparks from the flue of the cooper shop of T. H. Bunch & Co., started a fire at its eltr., which was put out with water buckets, tho the eltr. has an automatic sprinkler system. The wind had disabled telephone connections, so the people in the vicinity of the eltr. were left to their own resources, and their quick action saved them from a disastrous fire.

## CANADA.

Saskatoon, Sask.—The Saskatoon Mill & Eltr. Co., Ltd., has been incorporated.

Winnipeg, Man.—Walter Scott & Co., Ltd., incorporated as commission grain merchants; capital stock, \$10,000.

Fort William, Ont.—The council has granted exemption from taxation to the Western Eltr. Co. of Winnipeg on the \$300,000 eltr. it will erect on the lake front.

Winnipeg, Man.—In their reply to the demand by the Grain Growers Ass'n for public ownership of grain eltrs. the premiers of the three western provinces say that the proposition is forbidden by the British North American Act.

Toronto, Ont.—At a hearing here by the Dominion Transportation Commission the practice of eltrs. at Fort William and Port Arthur of charging storage on grain after it had been ordered out was complained of by shippers.

Winnipeg, Man.—Last season the British America Eltr. Co. erected 15 30,000-bu. eltrs. on the Grand Trunk Pacific between Portage la Prairie, Man., and Saskatoon, Sask.; also 14 on the Brandon-Regina line of the Canadian Northern Ry.

Montreal, Que.—The Corn Exchange at its annual meeting recently elected the following officers for the ensuing year: Pres., Joseph Quintal; treas., Alfred Chaplin. Committee of management, R. W. Oliver, P. B. Earle, W. W. Hutchinson, J. S. Norris, E. S. Jacques, James Carruthers, W. I. Gear. Board of review: T. A. Crane, E. Judge, C. B. Esdaile, H. W. Raphael, J. E. Hunsicker, Alexander McFee.

Fort William, Ont.—Grain exporters declare that the government system of weighing grain out of the eltrs. here is a failure. The weights given by the officials are thoroughly unreliable and vesselmen will no longer give a clean B/L.

Fort William, Ont.—Another mammoth eltr. is proposed for this place. The council has been asked to exempt from taxation the 1,000,000-bu. eltr. the Consolidated Eltr. Co. proposes building here. The one it built two years ago was recently sold to a United States firm. The proposed eltr. is to be built by British capitalists.

Vancouver, B. C.—American capitalists from Seattle and Kansas have bot 200 ft. of water frontage on False creek for \$500 a foot front, on which to build a large grain eltr. for local and export trade. They expect to secure Great Northern and Northern Pacific trackage and handle their output entirely by rail until the False creek improvement scheme can be carried out to furnish them deep-sea shipping in the False creek basin.

Fort William, Ont.—Grain receipts at Fort William and Port Arthur for the 4 months ending Dec. 31 include 42,430,338 bus. of wheat in 1908 against 22,884,733 bus. during the corresponding period of 1907, with oats, barley and flax seed this gives a total of 53,974,614 bus. received in the last 4 months of 1908 compared with 29,209,565 bus. during the corresponding months of 1907, as reported by the inspection branch of the Dept. of Trade and Commerce.

Vancouver, B. C.—The wheat eltr. we will build to replace that burned Jan. 3 will be of wood, 50x60 ft.; basement, 15 ft. high; working floor, 18 ft.; cribbing, 60 ft. high; capacity, 125,000 bus.; also a 2-story warehouse, 48x96; cost \$40,000. The plant will be equipped with 1,000-bu. cleaner, a 200-bu. scourer, a 10-car puller, a double grain shovel, a 4-roll feed mill, one 65-h. p. electric motor and one of 25-h. p., an 800-bu. hopper scale and an Avery Automatic Sacking Scale.—Vancouver Milling Co.

## CHICAGO.

The sample tables are soon to be sold by auction.

Memberships in the Board of Trade are selling at \$2,500.

Edward G. Heeman, since Feb. 8, has cleared his business thru John Dickinson & Co.

The directors of the Board have posted notice that they consider trading in "buyer and seller doubles" a violation of the rules.

Peter J. Maloney, wheat trader for Finley Barrell & Co., will remove to New York to represent his firm on the stock exchange.

Speculative trade in grains has been so dull for months past that some brokerage offices have been cutting down their forces.

L. L. Smith & Co. have engaged in the grain and stock brokerage business and have employed Goudy Mayfield, who was floor mgr. for C. W. Gillett & Co.

Lytle-McClure-Smith Co. incorporated to deal in grain, feed and farm products; capital, \$5,000; incorporators, Wm. R. Moss, John P. Barnes, and Ethel Main.

The Board of Trade Clerks' Good Fellowship Club now has 263 members and has elected the following directors: R. Reynolds, T. Sullivan, E. Bailey, Geo. D. Ray and Robert Long.

The petition to amend the rules to permit delivery of No. 3 wheat on No. 2 contracts at a penalty has not yet come before the directors of the Board of Trade. Few have seen the petition.

William Dunn, a member of the Board of Trade, and well known in this city and the east, filed a petition in bankruptcy Jan. 29, after having suffered continued losses in grain speculation. Assets, \$6,814; liabilities, \$106,773. Among the creditors are A. D. Thomson of Duluth, \$10,000, and Brosseau & Co., \$4,865.

Sidney C. Love & Co., grain and stock brokers, have discontinued business, their trades in grain, provisions and cotton being turned over to Shearson, Ham-mill & Co., who have taken into their employ Oswald Graves, in charge of the St. Louis office, and Walter G. Munn, in charge of the New York Produce Exchange office.

Joseph Frank Rumsey, a member of the Chicago Board of Trade, died Jan. 28, aged 61. He had had an operation Jan. 12. He came to Chicago in 1866 and was graduated from the University of Chicago three years later. In 1881 he entered the firm of Rumsey & Chandler, of which he was the head until 1899. He is survived by three sons, Richard D., Joseph F., and Morris J. Rumsey.

A resolution approving the principle of uniform grades of grain thruout the United States recently was adopted by the grain committee of the Board of Trade and indorsed by its directors. This indorsement applies to the uniform rules for grading adopted by the Grain Dealers National Ass'n at its St. Louis meeting, the intent being to indorse those rules tho they were not expressly named in the resolution.

Application for membership to the Board of Trade has been made by Geo. W. Beavern, Geo. W. Eberhardt, Peter P. McLaughlin, and Walter A. Hovey. Application for transfer of membership has been made by Sidney C. Love, Frederick Swift, Charles O. Collier, Clarence Buckingham and Edward A. Howland. The directors recently admitted the following to membership: Gerhard J. Siebens, Charles E. Richardson, Wm. A. McCoy, James E. Hayes and Edward R. Bacon, Jr.

Grain ord.red. reinspected will be handled free of charge for the movement from the original inspection track to the appeal track or from the appeal track to the end of the rails of the road bringing the grain into Chicago, by all roads, the C. & E. I. having filed tariff effective Jan. 25 on Illinois grain and Feb. 18 on interstate traffic. When disposition is not given within the free time allowance a switching charge of \$2 per car, plus car service charges, will be made.

Wm. J. Pope, for 45 years in the grain trade at Chicago, has retired from the Pope & Eckhardt Co. Vice Pres. August Magnus also has retired. Their places have been filled by the younger members of the firm, the new officers of the Pope & Eckhardt Co. being William N. Eckhardt, pres.; John W. Radford, vice pres.; Charles E. Scarritt, treas.; Edwin



A. Doern, sec'y. Edward Hymers, the oat salesman, becomes a stockholder in the company. The capital and name of the company are unchanged and the business will be handled as in the past.

The U. S. Circuit Court of Appeals has remanded back to the Circuit Court of the Northern District of Illinois the suit by the South Chicago Eltr. Co. against the United Grain Co. to recover \$15,065 under a contract whereby the former was to handle 5,000,000 bus. of grain at  $\frac{1}{2}$  cent per bu. During the year beginning Sept. 12, 1904, and ending Sept. 12, 1905, 2,119,957 bus. of grain was elevated and on a finding by the court that  $\frac{3}{4}$  cent was reasonable, \$9,957 having been paid, judgment was entered for \$6,042. The higher court directed that judgment be entered for the full amount.

A 16-story office building on the site of the present exchange is one of the possibilities regarding which data is being gathered by a committee appointed by Pres. Bunnell of the Board of Trade, who says the discussion has been purely informal and that no definite action has been taken. The special building committee is composed of Frank M. Bunch, John C. Wood, C. F. Schneider, James Bradley, Ben B. Bryan, J. C. F. Merrill, Allen Clement, Edward Andrew, Charles H. Sullivan, E. L. Glaser, George M. Reynolds, W. S. Jackson, A. Stamford, R. G. Chandler and James Pettit.

The Northwestern, Great Western and Milwaukee Roads have published in connection with the Chicago-Ohio River lines a rate of 12 cents per 100 lbs. on coarse grain from Missouri River points to Cincinnati, Jeffersonville, New Albany, Ind., Louisville, Ky., when destined to southeastern and Carolina territory. The railroads south of Ohio River crossings will in the near future authorize the shrinkage basis of 2 cents per hundred pounds in their rates, the same as now applies on business moving thru other gateways, to equalize the rates in effect via Cairo and Evansville to points in Southeastern territory.—W. M. Hopkins, mgr. Transportation Department, Chicago Board of Trade.

Minimum weights on grain to Chicago or to points east in official classification territory have been changed by the C. & E. I. R. R., effective Feb. 18. The minimum on barley or oats will be 10 per cent less than marked capacity of car, except that when car is loaded to full bulk capacity actual weight, but not less than 24,000 lbs. will apply. On corn, ear or snapped, the minimum will be the marked capacity, except that when car is loaded to full bulk capacity actual weight, but not less than 24,000 lbs. will apply. On all other grain the marked capacity of car will apply except that actual weight will apply when loaded to full bulk capacity.—W. M. Hopkins, mgr. transportation Dept., Board of Trade.

## COLORADO.

Denver, Colo.—The Colorado Grain and Seed Growers Ass'n, convened here Jan. 21, elected the following officers for the ensuing year: Pres., C. C. Williams of Yuma; F. Knorr of Ft. Collins, sec'y; and H. L. Lock of Longmont, treas.

Denver, Colo.—The Colorado Grain Dealers Ass'n will hold a meeting Feb. 20. At this meeting a number of important matters are coming up, among which is the final decision as to establishing official weights and grades in the larger markets of Colorado.—Ady. & Crowe Mercantile Co.

## ILLINOIS.

East Lynn, Ill.—H. H. Tucker has succeeded E. M. Grunsted & Co.

Cheneyville, Ill.—E. M. Grunsted & Co. have bot the eltr. of Coon Bros.

Padua, Ill.—We have succeeded Webber & Frawley.—A. H. Webber & Son.

Payne sta., Brocton p. o., Ill.—Brinkerhoff & Wright have an eltr. here.

Sidney, Ill.—Porterfield Bros. are installing an Avery Automatic Scale.

Augusta, Ill.—Lohr & Lummis of Paloma have bot the eltrs. of Catlin Bros.

Cisco, Ill.—The Cisco Grain Co. has increased its capital from \$10,000 to \$15,000.

Maple Park, Ill.—S. S. Foote, a former mgr. for C. Keefe & Co., has succeeded that firm.

Henning, Ill.—W. M. Prillaman of Rossville, Ill., has bot the eltr. here of Condiff Bros.

Earlville, Ill.—The Earlville Grange Eltr. Co. has increased its capital stock from \$12,000 to \$17,000.

Clements sta., Murrayville p. o., Ill.—John W. Shirley is a new member of the Illinois Grain Dealers Ass'n.—S. W. Strong, sec'y.

Chenoa, Ill.—Early in March Clarence Elson will succeed W. A. Groesbeck, who has resigned his position with Harrison Bros. & Dorman, to move to Idaho.

Buckingham, Ill.—Henry Gaus, Jr., has taken the position of grain buyer for Geo. Van Voorst of Union Hill, who recently leased the eltr. here of W. J. Herscher.

Galesburg, Ill.—Charles C. Davis of the Davis Grain Co., operating elevators on the Santa Fe and Rock Island, is spending the winter in Southern California for the benefit of his health.

Arenzville, Ill.—The stockholders of the Arenzville-Hagener Farmers Grain Co., that operates eltrs. at both places, have decided to buy the eltr. here of the Shultz-Baujan Eltr. Co. to use it for storage.

Bondville, Ill.—Edw. Rising and Wm. Murray bot the eltr. of L. W. Porterfield and took possession Jan. 25. They will operate it under the name of Rising & Murray. Mr. Murray is now interested in eltrs. here, at Seymour and at White Heath.

Donovan, Ill.—A new farmers co-operative eltr. company under the name of the Donovan Grain Co. has been organized with a capital stock of \$10,000 to operate an eltr. here. Directors: A. Nourie, J. M. Richardson, C. E. Barber, Edward Elming, C. O. Shaw and Wm. Wallace.

Springfield, Ill.—A state highway commission bill has been introduced in the legislature by Representative Behrens providing for a license of 25c per annum for all vehicles using the public highways, to be expended in the improvement of roads. The bill also provides that the penitentiaries are to furnish gangs of convicts to work on the roads.

Springfield, Ill.—Senator Hall on Feb. 9 introduced a bill providing a license fee of \$1,000 for warehousemen, to be raised in the discretion of county boards, and to be issued by the circuit court. The bill establishes new maximum rates for the storage of grain, said to be as follows: One-eighth of 1 cent a bushel for the first fifteen days and 1-16 of a cent for each five days thereafter. For damp grain the proposed rates are  $\frac{1}{4}$  cent a bushel for the first ten days and 1-16 of 1 cent for each five days thereafter.

St. Charles, Ill.—The new feed mill of Walter L. Judd, that has been under construction near his eltr. for several weeks, has been completed. This mill has a capacity of 200 bus. of corn per hour. It is equipped with a wagon dump and a 175-h. p. engine. Mr. Judd has begun installing machinery for a malt feed drying plant to be opened this month, that will have a capacity of a half-ton per hour of dry malt feed for farm use, made from brewers' malt.

Springfield, Ill.—Representative O'Toole has introduced a bill in the legislature providing that a corporation "shall be responsible for injuries to employees resulting from the carelessness, omission of duty, or negligence of such employer, or which may have resulted from the carelessness, omission of duty, or negligence of any other agent, servant, or employee of said employer in the same manner and to the same extent as if the carelessness, omission of duty, or negligence in causing such injury or death was that of the employer."

Peoria, Ill.—The Northwestern Eltr. & Grain Co., which since has been succeeded by the S. C. Bartlett Co., has just recovered judgment, in the circuit court at Monmouth, against R. R. Smiley, a corn grower, for failure to deliver 20,000 bus. of corn on contract. The corn was sold to the agent of the company at Little York. The defense was that delivery was contingent upon the condition of the roads before Mar. 1, while plaintiffs maintained that delivery was to be made as soon after Mar. 1 as the roads became passable. The jury gave plaintiffs judgment for \$3,450 damages.

La Harpe, Ill.—Ben Warren, Sr., widely known in central Illinois, father of the late Ben Warren of the Peoria grain firm, died here of Bright's disease, Jan. 29, aged almost 84. Born in Kennebunkport, Me., he came to Illinois in the early forties, and dealt in grain here many years. With him his son learned the business in which he afterward achieved marked success, and both were for years connected with the Peoria firm of which the son was the head. Mr. Warren is survived by three children, an unmarried daughter here, Mrs. A. Anderson of Buffalo, N. Y., and John Warren. Four sons are dead.

St. Joseph, Ill.—At a meeting of the stockholders of the Farmers Eltr. Co. held Jan. 26 the question of reorganizing, selling or disbanding the company was discussed for several hours. The corporation has been in existence two and one-half years. The first six months the company showed a comfortable balance, stockholders believing their shares of \$100 worth \$112. The next two years a series of mishaps occurred. It was found that the corn of 1907 was soft, and it was the rule to store it at that time, which caused a heavy loss; in 1908 corn did not grade and further loss was sustained, until at the meeting it was stated a loss of about \$3,000 would have to be provided for.—Danville Democrat.

## INDIANA.

Burket, Ind.—I have just bot the eltr. of W. E. Davis.—G. W. Denney.

Claypool, Ind.—Pontius Bros. have bot the grain house of Kinsey Bros. for \$4,000.

Crawfordsville, Ind.—The eltr. of H. T. Stout burned Feb. 1; loss about \$5,000; insurance, \$6,200. He will rebuild.

Indianapolis, Ind.—Senator Bower has introduced an anti-bucket-shop bill.

Flora, Ind.—Harry V. Catron has bot the eltr. and mill of Landes, Brower & Co. The sale was made by John A. Rice.

Michigantown, Ind.—N. O. Davis and A. O. Davis bot all the other shares in the Michigantown Grain Co. and will operate it under the firm name of N. O. Davis & Co.—John A. Rice.

Burrows, Ind.—John Wilhelm, formerly of Hazelrigg, Ind., bot the eltrs. of John C. Young here and at Woodville, Ind., and took possession Feb. 7. The sale was made by John A. Rice.

Indianapolis, Ind.—At a special meeting of the board of governors of the Indianapolis Board of Trade held in the governor's room Feb. 8 it was resolved to file a complaint with the Indiana Railroad Commission against the arbitrary rulings of the local railroad agents enforcing the clause of the uniform B/L against inspection without permission of the shipper. The complaint will set forth that the Board is being deprived of certain revenues, the receivers are being assessed demurrage charges and grain is deteriorating from failure to secure inspection immediately on arrival. The complaint will be held in abeyance until Feb. 15 in the hope that the Central Freight Ass'n will take favorable action at its meeting at Chicago this week when the same question will come up for consideration.

Indianapolis, Ind.—The clause in the uniform order B/L that "inspection of property covered by this B/L will not be permitted unless provided by law or unless permission is indorsed on the original B/L or given in writing by the shipper", has been considered by the law committee of the Indianapolis Board of Trade in connection with the state law empowering the Board of Trade to appoint grain inspectors; and it has been held by the law committee that the Board's inspectors are in fact authorized by law to "inspect grain shipped under this form of B/L notwithstanding there was no permission to inspect indorsed on the original B/L or given in writing by the shipper." The report of the law committee has been sent by the governing committee of the Board of Trade to the leading exchanges and railroad traffic managers.

## IOWA.

Merrill, Ia.—The Atlas Eltr. Co. has had T. E. Ibberson install a new engine.

Cedar Rapids, Ia.—A national oats exposition is proposed to be held at this city in 1910.

Shell Rock, Ia.—Willard E. Brown has bot the interests of G. W. Apfel in the Shell Rock Grain & Mill Co.

Slater, Ia.—Ole Nelson has bot the eltr. owned and operated by O. M. Johnson for many years. He will operate both this and his other eltr. here.

Luray, Ia.—My eltr. here on the Chicago & Great Western R. R. was completed in time to begin business Jan. 1, with R. R. Groff in charge as agent.—C. J. Imholt, Haverhill, Ia.

Madrid, Ia.—Joseph Pratt has taken charge of the eltr. he recently leased from the Neola Eltr. Co. here. His son-in-law, Mr. Heaps of Boone, will look after Mr. Pratt's grain business at Luther, Ia.

Tipton, Ia.—W. W. Little, proprietor of the Northwestern Eltr., has been elected pres. of the Farmers & Merchants Bank and will take an active part in its management. He has employed F. M. Webb, formerly with Wells-Hord Grain Co., to take active charge of his eltr.

Minburn, Ia.—The residence of G. W. Sparger, mgr. for the Des Moines Eltr. Co., caught fire during the blizzard of Jan. 29 and was burned with a total loss. Mr. Sparger and his family saved only the clothing they had on and a few smaller articles.

Laurel, Ia.—The Farmers Eltr. Co. is the name of the newly organized corporation having its headquarters here. Officers: J. W. Wells, pres.; Peter Lukes, vice pres.; F. H. McBroom, sec'y; Geo. Putnam, treas. Directors: Thomas Sheek, Patrick Lavery, Fred West, Wm. Wylie and R. E. L. Mann.

Libertyville, Ia.—The eltr. of Yost & Sherrick caught fire by the explosion of gasoline tank about 9 o'clock in the morning of Jan. 25. The roof was burned off the engine room, but hard work saved the main part of the eltr., that contained 4,000 bus. of oats and 1,000 bus. of rye. Loss fully covered by insurance.—Harlie Yost.

Ida Grove, Ia.—At the annual meeting of the Grain Shippers Mutual Fire Ins. Ass'n Jan. 19, William E. Johnston was re-elected pres., Ira Conger of Sac City vice pres., and F. D. Babcock re-elected sec'y. W. L. Sanborn was elected a director in place of Mr. Edmunds of Marcus, deceased. The Ass'n now has \$7,355,000 in risks.

Conesville, Ia.—Wm. H. McKee has bot out J. C. Gay and thus succeeds the firm of McKee & Gay. The senior firm of McKee & Gay dealt in grain more than 25 years until bot out by Wm. H. McKee and J. C. Gay, who made the second firm of that name. Mr. McKee's brother Leander has removed from Columbus Junction to Conesville to go into the grain business with him.

Somers, Ia.—The eltr. on the C., R. I. & P. owned by the Reliance Eltr. Co., burned Jan. 16, destroying nearly 7,000 bus. of oats and corn. Loss, \$8,500; insured. F. M. Wright, mgr., noticed smoke coming from the cupola after the gasoline engine had been running about two hours, elevating oats from the shed to the main building, preparatory to loading a car, and it is supposed the fire originated in a hot box.

Ames, Ia.—The Iowa Small Grain Growers Ass'n has chosen Merritt Greene, Sr. of Marshalltown, pres.; H. G. Bell of Ames, sec'y. The aims of the organization are to put the farmers of Iowa in touch with places from which they can get a good quality of seed oats and other grains, grasses and clovers; to induce some of the careful farmers in the different parts of Iowa to try small areas of excellent varieties of oats from different parts of United States and Canada; to disseminate teaching regarding planting and handling of small grains; to induce the small grain growers of Iowa to maintain breeding blocks for the improvement of small grains in an effort to do for oats, wheat, barley, etc., what the Iowa Corn Grower's Association has done for corn; to maintain a directory with the Secretary of the names of the men who have oats and other small grains for sale, so that the inquiries of farmers may be intelligently and carefully answered.

## KANSAS.

Barrett, Kan.—H. M. Hodges, a scooper, is operating here.

Alden, Kan.—M. P. Shaak is out of business at this point.—Chas. Rinner.

Axtell, Kan.—W. H. Connet will put in an automatic scale between now and fall.

Stark, Kan.—I have bot the eltr. of T. E. Henson.—W. H. Roberts, Savonburg, Kan.

Wheaton, Kan.—Force & Kiely's eltr. was badly damaged by the wind storm of Jan. 29.

Utica, Kan.—James Vogan has succeeded W. C. Nuttle as agt for the Farmers Eltr. Co.

Delia, Kan.—W. G. Gilbert has succeeded Geo. G. McDonald as mgr. for the J. C. Bradley eltr.

Bern, Kan.—J. Hilt will build a new eltr. to replace the one burned some time ago.—A. R. Infield.

Ellis, Kan.—The Wheatland Eltr. Co. is completing a 50,000-bu. cribbed eltr. on the U. P. R. R.

Delia, Kan.—The Delia Lumber & Coal Co. has succeeded the Sarbach-Camden Grain & Lumber Co.

Peru, Kan.—The eltr. of the Peru Mill & Eltr. Co. burned recently; loss mostly covered by insurance.

Rossville, Kan.—I expect to put in a new sheller before the new crop of corn comes on.—T. W. Andrews.

Wichita, Kan.—The C. B. Gaunt Grain Co. has been consolidated with the Western Grain Co. with C. E. R. Winthrop as mgr.

Topeka, Kan.—A bill to increase the fees for grain inspection and weighing about 40 per cent has been introduced in the legislature.

Topeka, Kan.—T. J. White, a grain dealer of Ada, has been appointed chief grain inspector for Kansas, to succeed J. W. Radford.

Douglass, Kan.—The Douglass Grain Co. is a scoop shoveler named Neil Wilkie. The only eltr. is operated by E. O. Raymond & Son.

Everest, Kan.—C. E. Sheldon has sold his eltr. on the Mo. Pac. to Edgar Johnson, formerly on the road for the Hall-Baker Grn. Co.

Agenda, Kan.—F. B. Fulton who is in the grain business here wants to buy a small alfalfa crushing machine for one of his farmer customers.

Carneiro, Kan.—The Ellsworth Mill & Eltr. Co. is building a 10,000-bu. eltr. on the U. P. R. R. The Pelkey Construction Co. is doing the work.

Lawrenceburg sta., Hollis p. o., Kan.—E. M. Stimson, until recently mgr. of I. A. Pribble's eltr. at Gorham, is now mgr. for the Western Eltr. Co. here.

Nashville, Kan.—A. R. & W. E. Clark have succeeded Crowell Bros.; and W. M. Manty has succeeded the Red Star Mill & Eltr. Co.—R. C. Moore, mgr. Farmers Eltr. Co.

Reserve, Kan.—The contract for rebuilding the eltr. of the Jones Grain Co., burned Dec. 30, has been let to G. H. Birchard. The new house will have a capacity of 25,000 bus.

Page, Kan.—F. C. Wegener has sold his grain business (no eltr.) to F. F. Wilson and will move to Rock Creek, Kan., where he has bot the 6 M-bu. eltr. of J. H. Duggan. He will take possession Mar. 1st.



Ray, Kan.—Walter Kennedy has bot the 10,000-bu. eltr. of the Rock Mill & Eltr. Co. and will install some new machinery to make it up-to-date.

Hutchinson, Kan.—During a high wind on the night of Jan. 23, the smoke stack of the eltr. of the Rock Mill & Eltr. Co. was blown over; damage, \$300.

Page, Kan.—F. C. Wegener, who sold his elevator to F. F. Wilson last Fall, has purchased an elevator at Rock Creek and will take possession Mar. 1.

Topeka, Kan.—The Kansas Grain Dealers Ass'n is working for the passage of a bill to compel carriers to pay 6 per cent interest on claims which they delay settling.

Sylvia, Kan.—The Sylvia Mill & Eltr. Co. has just let contract for remodeling its mill and let a contract to the Pelkey Construction Co. for a 20,000-bu. eltr. A Richardson scale and the Hall System will be installed.

McPherson, Kan.—The Wall-Rogalsky Milling Co. is building a 5,000-bu. galvanized storage tank for corn, set in a concrete foundation. The company expects to put in some steel wheat tanks within a few months.

Great Bend, Kan.—The 600-h.p. engine at the mill of the Moses Bros. Mill & Eltr. Co. flew to pieces recently, doing considerable damage to the engine room and necessitating shutting down until a new engine could be installed.

Summerfield, Kan.—Frank Thoman expects to rebuild his elevator this Spring. It was damaged considerably by the high wind which swept over the state recently. Mr. Thoman expects to lower the driveway and install a new grain cleaner.

Pixley sta., Sharon p. o., Kan.—James Dobbs of Wichita has purchased the 7,000-bu. eltr. of the Harper Milling Co. and will operate it. Mr. Dobbs was formerly in the grain and stock business at Medicine Lodge. He is now in the grain receiving business at Wichita.

Wheaton, Kan.—W. C. Kiely sold his eltr. to C. E. Sales, who previous to his venture in the grain business was a prominent agriculturist of this section. Mr. Kiely has formed a partnership with Mr. Force under the firm name of Force & Kiely and will build a new elevator here with a storage capacity of 50,000 bu.

Kansas City, Kan.—One of the last acts of John Radford as chief grain inspector was to discharge ten deputy grain inspectors at this city by order of Governor Stubbs. Radford had admitted to the governor that the men had no work to perform. Last year the earnings of the inspection department showed a deficit of \$25,000.

Wheaton, Kan.—I wish you would say for me thru the columns of the Journal that the Union Pacific R. R. which was the L. K. & W. will not pay its claims promptly. When we submit claims it pays no attention to them, but when we put them into the hands of our attorney they are promptly paid. This entails attorney's fees and we don't think it just.—W. C. Kiely.

Vining, Kan.—Taking a lantern into a wheat bin while using bisulfid of carbon, Jan. 25, resulted in an explosion of the vapor and a fire that might have caused heavy loss but for the prompt use of chemical extinguishers. The elevator man, who had orders not to use any light while treating grain with the bisulfid, has learned a lesson. Loss of the Vining Grain Co., \$25, and to wheat only.

Topeka, Kan.—Mr. Cunningham has introduced in the house Bill No. 186 providing weights per bushel, among which are corn in the ear, 70 lbs.; sorghum seed, 56 lbs.; barley, 48 lbs.; oats, 32 lbs.; hungarian and millet seed, 50 lbs. The committee on hygiene to which the bill was referred has recommended that it be passed.

Waldron, Kan.—Kelly Bros. Grain Co. of Wichita, that owns the eltr. on the K. C., M. & Orient right-of-way, will tear it down to build an up-to-date eltr. with a storage capacity of 10,000 bus., equipped with sheller, cleaner and grinder. Construction will begin soon to complete it in time to handle the next wheat crop. The company will also deal in seeds. D. H. Knapp has been engaged as mgr. here for another year.

## KENTUCKY.

Morganfield, Ky.—Beaver-Johns Grain Co., Union County, incorporated; capital, \$5,000; incorporators, C. I. Beaver, W. A. Johns, Jr., L. V. Runyan and Sam Heavrin.

## LOUISIANA.

Shreveport, La.—W. F. Taylor Co. is in the hands of a receiver.

New Orleans, La.—The Producers' Rice Co. has been organized with a capital of \$3,000. Incorporators: Jos. J. Rityik, pres.; W. L. Gleason, vice pres.; Geo. De Armas and J. W. Gleason, Jr., sec'y and treas.

New Orleans, La.—Grain exports from New Orleans from Sept. 1, 1908, to Feb. 1, '09, amounted to 2,294,668 bus. of wheat and 1,889,063 bus. of corn, compared with 4,428,156 bus. of wheat and 1,562,300 bus. of corn during the corresponding period of the previous years, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

## MARYLAND.

Locust Point Sta., Baltimore p. o., Md.—The broad, slanting roof, measuring 99 by 330 ft., of the grain eltr of the B. & O. R. R. will be torn away to be replaced by new roofing of pitched tar, in which several windows will be set. The repairs will cost about \$1,000.

Baltimore, Md.—At the annual meeting of the Chamber of Commerce Jan. 25 the following five new directors were elected: William M. Knight, J. Collin Vincent, Douglas M. Wylie, Richard H. Diggs and William T. Shackelford. The directors appointed the following officers: Pres., Charles England; vice pres., George S. Jackson; sec'y, Henry A. Wroth; assistant secretary and treasurer, James B. Hessong. Executive committee: Thomas C. Craft, Jr., Richard C. Wells, A. F. Sidebotham, William G. Scarlett and Douglas M. Wylie. In the annual report of the Board of Directors Pres. England stated that 4,641,958 bus. of grain was dried during the year, that the falling off in the receipts of oats was due entirely to local conditions, that the business in wheat was unsatisfactory, the markets generally being under the influence of that trading which is indulged in as sheer speculation.

## MICHIGAN.

Tecumseh, Mich.—Chas. Heck & Co. are out of business.—Slayton & Son.

Diamondale, Mich.—The eltr. and bean business here, of B. G. Brown & Son of Springport, has been sold to Floyd D. Ripley, who has been in the hay and stock shipping business for some time.

**Pure Owl Brand Cottonseed Meal**  
41 per cent Protein Guaranteed  
Analysis Registered  
Richest Cattle Food yet known.  
Write for our booklet and prices.  
**F.W. Brode & Co., Memphis, Tenn.**  
Established 1875

SEND FOR FREE SAMPLE



The best bar dressing made.  
Increases Power  
Stops Slipping

C. E. SCANLON, Joliet, Ill.

## THE BEST WAY

to prevent short weights is to install the

## Kennedy Car Liner

in the old cars that you are compelled to load. Cost, \$1.40 per car.

**FRED W. KENNEDY**

Shelbyville, Ind.

**SCHMITZ'S**  
Scale Ticket Passer  
Something New.

It passes the ticket from office to teamster with one movement of the hand.  
Install one and save time, labor, fuel and avoid exposure to the weather.

Write for Circular.  
**J. A. SCHMITZ**  
2811 No. Hermitage Avenue, Chicago



**THE ATLAS CAR-MOVER**  
Manufactured exclusively by  
**The Appleton Car-Mover Co.**  
Appleton, Wis., U. S. A.  
is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

Lansing, Mich.—The state railroad commission held a conference recently and will hold another meeting Feb. 17 with the representatives of the Michigan Millers Ass'n who wish to have reciprocal demurrage rules established by the commission.

## MINNESOTA.

Plainview, Minn.—The Farmers Society of Equity is considering building an eltr.

Wheaton, Minn.—M. F. Birdseye has resigned as mgr. for the Monarch Eltr. Co.

Carlton, Minn.—I have built a new eltr. here with a capacity of 15,000 bus.—C. H. Shaver.

Elkton, Minn.—I expect to repair one of my eltrs. and put in a new engine.—G. W. Eastman.

Hazel Run, Minn.—Theodore C. Thompson has resigned as agt. for the Security Eltr. Co.

Nassau, Minn.—Mr. Zeismer of the Northwestern Eltr. Co. has closed the company's eltr. here for the season.

Garden City, Minn.—Karl Osgood is the new grain buyer at the eltr. of Hubbard & Palmer, in the place of I. C. Bixby.

Rogers, Minn.—Chas. Hechtman has bot the eltr. of the Cargill Eltr. Co. to remodel it into a first-class potato warehouse.

Freeport, Minn.—Anton Hoeschen has taken the place of Martin Buckers, resigned, as grain buyer for Moritz Hoeschen.

Duluth, Minn.—The baseball team of the Duluth Board of Trade has sent a formal challenge to the Chicago Board of Trade team.

Mazeppa, Minn.—W. A. Munger, agt. for the Mazeppa Farmers Eltr. Co., has quit grain buying to take the office of probate judge.

Edgerton, Minn.—McGlin Bros. of Lakefield suffered a small loss to their eltr. by lightning, Jan. 28; no fire resulted, damage only nominal, fully insured.

St. Paul, Minn.—Representative Bendixen has introduced a bill for an amendment to the constitution to permit the state to build and maintain terminal grain eltrs.

St. Paul, Minn.—Burdette Thayer of Spring Valley has introduced a bill in the house to tax transactions on grain exchanges one cent per \$100 of value represented.

St. Paul, Minn.—Establishment of a grain and flour testing laboratory at the state farm is provided for in a bill introduced in the state legislature by Representative Zelch.

St. Paul, Minn.—Senator B. E. Sundberg of Kittson County has introduced and the senate has adopted, a resolution declaring that the McCumber bill is against the interests of the producers of grain.

Minneka, Minn.—The Farmers Eltr. Co. is trying to re-organize to rebuild and remodel its house, where E. J. Fitzgerald is now buying for the R. E. Jones Grain Co. of Wabasha, Minn.—J. W. Canfield.

Comstock, Minn.—The Comstock Farmers Eltr. Co. incorporated; capital, \$25,000; incorporators, Lars Bernhardson, Halvor Hendrickson of Comstock and Otto R. Koester, Carl F. Ernst and Charles F. Evert of Sabin.

Sleepy Eye, Minn.—Louis K. Hull of Minneapolis has been appointed receiver of the Sleepy Eye Milling Co., which has operated a line of 28 country eltrs. in Minnesota and the Dakotas. Assets, \$1,300,000; liabilities, \$700,000.

Duluth, Minn.—The grain, livestock and provision commission house of Piper, Johnson & Case opened an office here, Feb. 1, under the management of Ralph G. Hubbell, who has been connected with Paine, Webber & Co. and Gay & Sturgess.

St. Paul, Minn.—Among the bills introduced by Senator Sundberg are S. F. 193, S. F. 194 and S. F. 266, amending the law on grain receipts and delivery of stored grain. All have been referred to the committee on grain and warehouse.

St. Paul, Minn.—R. L. Mork of Brice-lyn has introduced a bill in the house providing a penalty for the sale of feeds containing weed seeds whole or crushed, and prohibiting the sale of wheat or rye screenings containing cockle or other deleterious substances.

St. Paul, Minn.—Senator Wilson has introduced a bill increasing from \$10,000 to \$50,000 the amount of the bond of licensed terminal eltr. operators, and providing that at the request of the owner grain shall be stored in separate bins, that warehouse receipts may be issued to the owner and that the warehouseman may mix grain at the request of the owner.

St. Paul, Minn.—The grading of velvet chaff wheat is to be investigated by a special committee of five authorized by a resolution introduced in the Minnesota house by Representative Holmberg of Renville. It is alleged that growers received the same price for velvet chaff as for No. 1 Northern until the velvet chaff was made a separate grade, since which time the profit has been going to the mixers who bot the grain at several cents per bushel discount.

Battle Lake, Minn.—Gustav A. Anderson, a son of Nels Anderson, who lives a few miles south of here, died recently of typhoid fever in Fergus Falls, where he was well known. On Christmas of 1907 he was married to Miss Anna Minge of that place, who has the sympathy of the many that appreciated her husband's sterling qualities. He was 31 years of age, and had been buying wheat in North Dakota. His body was sent here to his father's home for interment.

St. Paul, Minn.—John Saugstad has introduced a bill prepared by Elias Steenson of Crookston providing that no grain exchange shall limit its membership nor charge more than \$5,000 for a new membership. Applications for membership may not be refused except for just cause, and rejection may be reviewed by court. An expelled or rejected member must be admitted on order of the court. Meetings of the directors of a grain exchange must be attended by one of the state warehouse commissioners.

St. Paul, Minn.—Senator Sundberg has introduced a bill in the legislature providing that members of grain exchanges shall not be required to observe the rules of the exchanges compelling members to charge the rates of commission on sales of grain fixed by the exchange. A delegation of Minneapolis and Duluth grain dealers appeared recently before the senate committee on grain and warehouse in opposition to the bill, stating that with no established commission rate members would engage in cutthroat competition and breed a lot of irresponsible dealers.

Borup, Minn.—O. G. Major, the well known advocate of farmers eltrs. in North Dakota, has recently come over into this section of Minnesota and has helped the farmers secure some eltrs. that are being placed on the market. Mr. Major and a Norman County farmer have effected the purchase of the eltr. of the Jenkins Eltr. Co. here and wish to dispose of it to a farmers company.

## MINNEAPOLIS LETTER

The E. S. Mooers Eltr. Co. has been incorporated with a capital of \$50,000 by E. S. Mooers, James F. Cargill and A. Y. Merrill.

The Pillsbury-Washburn Flour Mills Co. has purchased of the Richardson Scale Co. two large automatic mill scales each of 1,500-lb. capacity to weigh wheat in the mill.

The reorganization plan for the Pillsbury-Washburn Flour Mills Co. will release and discharge the existing obligations of the Minneapolis & Northern Eltr. Co., the entire capital stock of which is owned by the mill company.

Announcement was received at the Chamber of Commerce, Feb. 5, of the death of A. B. Taylor, one of the pioneers of the grain trade and a charter member of the Chamber, in whose office several other members started their careers.

"Sweeping wheat for chickens when you admit you do not own any is a slim excuse," said Judge Leary in police court to two men charged with trespassing in the Great Northern yards. The men admitted they had been sweeping cars when arrested but maintained the wheat was not for sale but for chicken feed, tho they had no chickens; hence their \$5 fines.

W. J. Scott, who has been the Chicago representative for the Invincible Grain Cleaner Co., Silver Creek, N. Y., for the past two years, resigned his position Feb. 1, to accept a position with The Nye & Jenks Grain Co., at Minneapolis. Mr. Scott is an experienced grain man, having been closely identified with the barley trade for about twelve years prior to his going with the Invincible Co.

We are indebted to John G. McHugh, sec'y, for a copy of the 26th annual report of the Chamber of Commerce, for 1908, containing detailed statistics of the receipts and shipments of grain at Minneapolis, the daily closing price of different grades of grain, the highest and lowest prices each month since Aug. 1, 1885, and the opening, high, low and close each day of the active grain futures, during 1908; a list of the 33 regular eltrs. and 17 private houses; the Minnesota state rules for grading grain, list of members of the Chamber and a fund of statistical information for other markets, and crop reports.

The newly organized Consumers Malt-ing Co. has bot of the American Linseed Oil Co. the property known as the Douglas oil mill that includes a large eltr. and working house with grain storage tanks having a capacity of 310,000 bus. Having two other large mills here, the American Linseed Oil Co. has not operated the Douglas mill for some years. The Consumers Malt-ing Co., expects to spend about \$100,000 building a 3-story addition and otherwise altering and enlarging the plant to give it a capacity of 1,000,000 bus. annually. It plans to begin work about the middle of March and get the plant ready to commence malt-ing by the first of next October, when the new barley crop is ready for market.



Resolutions favoring the appointment of a representative of North Dakota on the Minnesota board of grain appeals have recently been adopted by both the Minneapolis Chamber of Commerce and the Duluth Board of Trade. The trading floor of the Minneapolis Chamber of Commerce was visited Feb. 3 by the legislative committee of the North Dakota legislature, who intimated that they would ask for a representative on the Minnesota inspection board. The North Dakota delegation met the grain and warehouse committee of the Minnesota house and senate Feb. 3 and agreed to co-operate with North Dakota, provided a legal way can be found to give that state representation on the Minnesota boards of grain appeals.

## MISSOURI.

Lamar, Mo.—The Moran Milling Co. recently suffered a \$200 loss by fire in the cupola of its eltr.

Drexel, Mo.—Harvey Reed will begin the erection of a 15,000-bu. eltr. on the K. C. Southern next month.

St. Louis, Mo.—James C. Lincoln has been reappointed commissioner of the traffic bureau of the Merchants Exchange.

St. Louis, Mo.—The directors of the Merchants Exchange recently re-affirmed their position in favor of federal grain inspection.

St. Louis, Mo.—A. J. Rogers has been employed as cash grain salesman and T. C. Taylor has been employed as traveling representative.

Passaic, Mo.—The Passaic Eltr. Co. will build an eltr. on the Mo. Pacif. G. B. Wyatt of Adrian and W. W. Cannon of Butler are promoting the enterprise.

Hannibal, Mo.—The Hannibal Land & Development Co. has completed its 12,000-bu. eltr. at Munger's Spur, 4½ miles north of Hannibal on the C. B. & Q.

Holden, Mo.—The Conner Milling & Eltr. Co. has re-organized under the name of the Holden Mfg. & Eltr. Co., of which L. Hank is pres., W. H. Hagermyer vice pres., and T. J. Halsey sec'y and treas.

Kansas City, Mo.—At the annual meeting of the stockholders of the Grier Grain Co. A. D. Wright was chosen pres. and mgr., O. A. Cooper of Humboldt, Neb., vice pres., and F. W. Hoebel, sec'y-treas.

Springfield, Mo.—The R. C. Stone Milling Co. is defendant in a suit brought by C. F. Jones to recover \$256 for wheat deposited in 1907 under an alleged agreement that he was to receive the price in September, 1908.

Kansas City, Mo.—The C. & A. Ry. Co. has announced that it will spend about \$750,000 in freight and terminal improvements here. It has bot 40 acres of ground for switch yards, and the erection of an up-to-date grain eltr. is part of its terminal plans.

Kansas City, Mo.—The Kansas grain dealers will make a mistake if they succeed in establishing a separate grade for turkey hard winter wheat. Such a move would result in causing Missouri grain men to demand a separate grade for No. 2 soft wheat, raised in this state. Missouri soft wheat, being known as the finest soft wheat in this country, would then command a premium of 8c to 10c over that of Kansas, offsetting the premium of Kansas turkey hard over Missouri hard.—H. C. Nunn, Missouri Chief Grain Inspector.

St. Peters, Mo.—We have installed an Avery Automatic Scale of 1,000 bus. capacity per hour in our 10,000-bu. eltr. on the Wabash right-of-way. We have also bot the mill building from M. A. Schneider and children, which we intend to improve and use as an office.—N. & F. Schneider.

Kansas City, Mo.—C. D. Babb has been granted a temporary order of court restraining the directors of the Kansas City Board of Trade from forfeiting his membership, which the Geo. A. Adams Grain Co. desires transferred as security for a note given the company by Babb for \$4,691.

St. Louis, Mo.—Vincent M. Jones and D. I. Bushnell have resigned from the committee on complaints, alleging that they were not consulted before being appointed. Edward M. Flesch, who was re-appointed chairman of the floor committee, has resigned, stating that 5 years in this position was long enough.

## ST. JOSEPH LETTER.

Business has been fairly good. Cash grain receipts are now light.—T. P. Gordon.

The farmers seem to be holding their corn and selling their wheat.—J. H. Gregg.

The Hynes Grain Co. has opened an office here with T. A. Anderson in charge. The company is operating the Maple Leaf Elevator.

This is a great cattle feeding country and I shipped corn into three stations where farmers were offered 58c per bu. and their bins are full.—E. P. Peck.

The volume of business in car load lots is increasing in St. Joseph. We have rates so we can reach any trade on equal terms with other markets and our dealers do not charge interest on grain drafts.—R. R. Clark.

There has not been much corn movement tho we did a larger business in 1908 than during the previous year. There has been no extensive movement of grain in Kan., Neb. or Mo. and I look for lower prices later on.—J. L. Frederick.

The South Park Grain Co. has been discontinued but the business of the company has been taken over by A. J. Brunswick, who purchased and is operating the Burlington elevator, a public storage house with a capacity for storing 100,000 bus. of grain.

## MONTANA.

Buffalo sta., Windham p. o., Mont.—The McCaull-Webster Eltr. Co. will build an eltr. next summer.

Moore, Mont.—M. B. Lytle, who operates a large eltr. at Lewiston, has bot a site here on which to build an eltr. early in the spring.

Mendon sta., Windham p. o., Mont.—The Rocky Mt. Eltr. Co. has closed its eltr. for the rest of the season.—A. C. Curtis, Conrad, Mont.

Malta, Mont.—J. E. Helmus, a well known eltr. owner and grain buyer of Marshall, Minn., has been here to secure a site on which to build a grain eltr.

Belgrade, Mont.—The Supreme Court of Montana on Jan. 2 reversed the decision of the District Court of Gallatin County and granted the Gallatin Valley Milling Co. a new trial in the suit brot by Joseph Johnson to recover the value of 859 bus. of wheat for which the scales of the company, it is alleged, failed to give him credit on a delivery of 3,463 bus. Johnson has accepted a settlement in full,

## Do You Know

why it is more people are talking about us than ever before. Because they appreciate results. We believe in satisfied customers and are making some every day. We can do the business and are telling you so. You try us.

THE CONSOLIDATED GRAIN & HAY CO.  
Cincinnati, Ohio

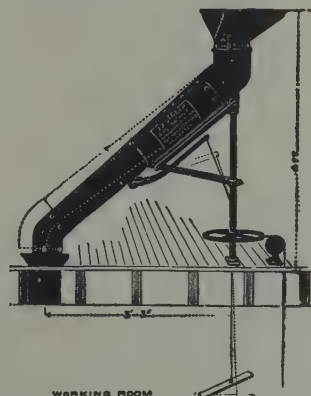
## Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

## The Columbus Laboratories

103 State St., Chicago

## ORDER THE No. 2



## GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

and the Supreme Court held that having receipted for the balance due as in full he could not reopen the account without showing more substantial proof than the weighing weight or unofficial county scale weight.

## NEBRASKA.

Manley, Neb.—W. B. Essick has been re-elected mgr. for the Farmers Eltr. Co.

Benedict, Neb.—The Central Granaries Co. has bot the eltr. of the Foster Grain Co.

South Ravenna sta., Ravenna p. o., Neb.—J. H. Hughes has leased the eltr. of the Omaha Eltr. Co.

Bethany, Neb.—The Rowland Lumber & Coal Co. has succeeded the Turner Lumber & Grain Co.

Lincoln, Neb.—I have removed my principal office from Holdrege to Lincoln.—C. B. Seldomridge.

Ashland, Neb.—The business of the E. J. Rose Grain Co. is now being conducted under the name of E. J. Rose.

Laurel, Neb.—Ben Bell of Struble, Ia., has taken charge of the eltr. of the Atlas Eltr. Co. and will soon move his family here.

Cortland, Neb.—C. C. Wolf, Fred Pape and J. A. Whalen have been circulating a petition for the organization of a farmers' eltr. company.

Burr, Neb.—At the annual meeting of the stockholders of the Farmers Eltr. Co. Paul Beckman was engaged as manager for the ensuing year.

Lincoln, Neb.—The farmers co-operative grain and live stock ass'n at its recent annual meeting here elected O. G. Smith of Kearney pres. and J. S. Canaday of Minden, sec'y.

Randolph, Neb.—The Atlas Eltr. Co. is having its eltrs. repaired by T. E. Ibberson here and at Laurel, Jackson, Waterbury, Allen, Orchard, Osmond, Plainview, Brunswick, Royal, Page and Belden, Neb.

Crete, Neb.—The Farmers Eltr. Co., one of the new concerns here, will make a change in management about the first of March. On account of short crops and hard competition the company has hardly made expenses so far.

Omaha, Neb.—J. H. Hamilton has been engaged by the Updike Grain Co. to go to Chicago. He was formerly pres. of the J. H. Hamilton Grain Co. until bot out by F. H. Brown, who now conducts it under the name of the Frank H. Brown Co.

Aurora, Neb.—The Updike Grain Co. is repairing its house and will install an automatic scale. I. M. Jones, who has had an eltr. and been engaged in the business here for 20 years, has left the grain trade and is feeding cattle for himself.

Omaha, Neb.—We have not gone out of the grain business. We have the terminal eltr. in Council Bluffs, as well as the Underwood Eltr., and in connection with this business have added wholesale hay, flour and coal business in Council Bluffs as well as at Underwood.—Droge Eltr. Co.

Nebraska City, Neb.—The Grain-Alfalfa Milling Co. incorporated by H. H. Hankas, Walter McNamara, Gilbert Wanke, John Johnson and L. F. Jackson. This is the company that recently bot the starch works and power house. It has ordered new machinery for its plant that it expects to have in operation within 60 days.

Lincoln, Neb.—The Lincoln Grain Co. has brot suit against the Burlington and Illinois Central Roads to recover \$369 damages for their refusal to haul a car of corn to destination. The car was loaded at Palmyra, Neb., for Nashville, Tenn., but stopped at East St. Louis.

Omaha, Neb.—Geo. A. Roberts, pres. of the Roberts Grain Co., has moved here from Lincoln. The company maintains offices in both cities. Geo. A. Roberts, M. O. Johnson and J. A. Murphy have filed articles of incorporation of the Roberts Grain Co.; capital stock, \$20,000.

Lincoln, Neb.—Among the bills introduced at this session of the legislature are the following: Myers, S.B. 5, regulation of agricultural seeds; King, S.B. 7, anti-discrimination law; King, S.B. 34, reciprocal demurrage; Taylor, H.B. 152, appropriation for experiments in seed growing; Moore, H.B. 170, number of lbs. to the bushel; Miller, H.B. 196, pure seed and pure feed; Holmes, H.B. 210, anti-bucket-shop.

## NEW ENGLAND.

Holyoke, Mass.—A. J. Duhamel is building a grain eltr.

Worcester, Mass.—The grain store of E. A. Cowee burned Feb. 5.

Gardiner, Me.—The Gray-Hildreth Co. has succeeded Bartlett & Dennis.

Southbridge, Mass.—The eltr. of Morse Bros., filled with hay and grain, burned recently; loss 15,000; insured.

Taunton, Mass.—The large eltr. of the Taunton Grain Co. is about completed. Workmen are now finishing the inside. Hay and grain are already stored in the building.

## NEW JERSEY.

Jersey City, N. J.—Passengers in the Pennsylvania station, on the night of Feb. 2, were horrified to see a man's head lodged on the cowcatcher of a locomotive. The victim was W. Leber, general foreman of a grain company. He had been struck earlier in the evening at Rahway, N. J.

## NEW YORK.

Plymouth, N. Y.—Plymouth Feed & Grain Co. incorporated; capital, \$5,000. Directors: Charles B. Palmatier, Boynton Slater, Bert D. Foster, Porter H. Aldrich and Charles B. Harrington.

Brooklyn, N. Y.—Fulton Grain & Milling Co. incorporated to deal in grain and feed, elevate, store and transfer grain of all kinds; capital, \$30,000; incorporators, Wright S. Travis, Wm. K. Voorhees and Jacob E. Colyer.

New York, N. Y.—Chas. A. Robinson, who was with the former firm of Milmine, Bodman & Co. for 30 years, has formed a partnership under the firm name of Gibbs & Robinson to conduct a grain brokerage business on the New York Produce Exchange.

## BUFFALO LETTER.

The Iron Eltr. & Transfer Co. will erect a 3-story building to cost \$4,700 and be used for grain-drying and blowing.

Robert W. Chapin, manager of the Buffalo branch of the Milwaukee feed house of Chapin & Co., has gone to Bermuda.

Buffalo grain dealers are far from being satisfied with their trade. The unsettled condition of prices at Chicago together with the unseasonable weather are mainly responsible.

The Washburn-Crosby Co. let the contract Feb. 1 to Jas. Stewart & Co. for the construction of an 850,000-bu. concrete storage house in connection with its flour mill and eltr., giving the plant 1,500,000 bus. of storage capacity.

The Globe Eltr. Co. shows its grasp of the situation by sending about 40 bags of feed, all different, to the Buffalo Poultry Show, which opened here on the first. The Harvey Seed Co. and the Buffalo Cereal Co. were also represented.

The feed trade is the only thing that has shown any improvement since the first of the year. The shutting down of many mills in the middle west has cut down the supply of feed so that it is now more than equalled by the demand.

The proposal of the city to cut off certain privileges to the railroads, including switches that effect private interests, in order to get even with the railroads for refusing to improve their terminals in the city, strikes grain interests as well as others.

The dull state of the grain trade is due in part to tariff legislation. Some say that barley is no duller now than it usually is at this time of the year, yet the inactivity of certain malt houses and the report of others about to shut down is quite unusual.

The statistics of lake grain receipts in preparation for the forthcoming annual of the Chamber of Commerce are comforting mainly in the matter of wheat which figures 63,857,000 bu., which amount has been exceeded only about 4 seasons in the history of the lake trade. All other grains fall off, the grand total including flour being 151,336,678 bu. as against 181,237,178 bu. in 1907.

Sec'y Shepard of the Chamber of Commerce and Sec'y Cook of the Eltr. Ass'n have made statements combating the report of Public Works Supt. Stevens which declared that the eltr. rates in Buffalo were 1 cent a bu. or more altogether. It costs grain only one-half cent a bu. to go through a Buffalo marine eltr. The superintendent got hold of some figures that were 10 years old.

By order of the commission the New York Central and West Shore railroads have reduced from 50 cents to 25 cents per car the charge for weighing on individual track scales of the consignee or shipper for account of the owner of such scale or for any other party who may use the same for a loading or a delivering track. The rule applies for a car weighed while in course of movement or from the place of loading or unloading when no extra switching from one track to another is involved.—J. C.

## NORTH DAKOTA.

Hebron, N. D.—Geo. Wiebke has resigned as mgr. of the Farmers Eltr. Co.

Wyndmere, N. D.—The eltr. of the Andrews Grain Co. has been closed.

Flasher, N. D.—The farmers have organized to build an eltr. in the spring.

Rutland, N. D.—The farmers in this vicinity are considering building an eltr.

Jud, N. D.—The Gribbin-Alair Grain Co. has closed its eltr. for the season.—A. Lundgren.

Gackle, N. D.—Herman N. Bergman has taken a position as agent for the Powers Eltr. Co.

Anamoose, N. D.—The Society of Equity is seeking a site on which to build an eltr.



Cayuga, N. D.—The Cargill Eltr. Co. has begun the excavations for a new machinery building.

Gackle, N. D.—The farmers are trying to incorporate and build an eltr.—J. H. Meyers, mgr. N. Dak. Eltr. Co.

Merricourt, N. D.—W. J. Webb is planning to build an eltr. on his site on the right-of-way of the M. St. P. & S. Ste. M.

Fairmount, N. D.—J. J. and L. Turbak of Albee, S. D., have bot the eltr. of the Fairmount Grain Co., a farmers' company.

Russell, N. D.—The engine house of the Farmers Eltr. Co. burned recently without doing any material damage to the eltr.

Bismarck, N. D.—Representative Burnett has introduced a bill in the house providing a method of taxation on eltrs. on rights of way.

Brampton, N. D.—The eltr. of the Empire Eltr. Co., with entire contents, including a car of wheat on track, was burned Jan. 23. Loss on both building and grain is fully covered by insurance.

Clifford, N. D.—The Federal Eltr. Co. closed its eltrs. here and at Galesburg, Feb. 1. The line companies have bot at freight-off at these points most of the season.—G. H. Bristol, mgr. Clifford Farmers Eltr. Co.

The Supreme Court of North Dakota has granted McCarthy Bros. Co. a reversal of the order of the district court of McLean County vacating an attachment by McCarthy Bros. on the property of the McLean County Farmers Eltr. Co.

Hamilton, N. D.—The Duluth Eltr. Co. has closed its house. Only two eltr. companies are now doing business in this place, McCabe Bros. and the St. Anthony & Dakota Eltr. Co. The National Eltr. Co. and the Northwestern closed their eltrs. some time ago.

Bismarck, N. D.—Senator Anderson has introduced a bill authorizing counties of the state to issue bonds for the purchase of seed wheat. Representative McKinney of McLean has introduced a bill authorizing counties to procure seed grain for new settlers.

Hunter, N. D.—Chas. S. Collins, who used a warehouse at this place to store wheat, has brot suit against A. O. Cornwell to recover the value of 99 bus. alleged to have leaked thru the sides of the bins into an air space. When the warehouse was torn down last summer the grain was found and sold to Cornwell by John Tousley.

Willow City, N. D.—Mr. C. R. Shane, agent for the Farmers Eltr. Co., has closed his house and gone east for a month's vacation. After he went we were given to understand it was for the purpose of getting married, which he kept a profound secret. We will see that he squares matters on his return. We all join in wishing him many happy years and prosperity.—F. M. Smith, agt. St. Anthony & Dakota Eltr. Co.

Bismarck, N. D.—The legislative committee appointed two years ago to investigate the terminal elevator proposition has made a report to Governor Burke recommending that North Dakota be divided into districts to be scoured regularly by inquisitors who will pry into all the private business of the eltr. operators. The committee estimated the cost of maintaining a terminal eltr. of 1,500,000 bus. capacity at Duluth, Minn., at \$3,600 a month.

Bismarck, N. D.—The committee on railroads has recommended for passage the bill introduced by Senator Palmer providing for the removal of cars from sidetracks when loaded for shipment, with amendments extending the time to 48 hours and requiring the notice to be written.

## OHIO.

Navarre, O.—I have succeeded H. R. Bennett & Son.—J. M. Hay.

Columbus, O.—The Ohio Shippers Ass'n will hold its 6th annual meeting at this city Mar. 23.

Mingo, O.—We have sold to H. S. Watkins, who will continue the business as before.—Chamberlain Bros.

Cincinnati, O.—Ralph Gray, vice pres. of the Interstate Grain Co., has been admitted to membership in the Chamber of Commerce.

Knoxdale, O.—Foreclosure proceedings have been commenced against Wm. Green; and levy has been made against the eltrs. at Knoxdale and Cecil, O.

Mansfield, O.—Bowden & Snider should be listed in the directory of regular grain dealers of Ohio, having a 15,000-bu. eltr. here on the Pennsylvania Line.—Goeman Grain Co.

Hatton, O.—We have bot the eltr. of E. E. Householder that was leased to Stafford & Lee of Deshler, O., and will conduct the business for ourselves.—Munger & Strawman.

Pemberton, O.—Simmons & Cook have purchased H. M. Faulkner's interest in the grain business of Simmons, Faulkner & Cook at this place and Maplewood, O.—J. W. Simmons.

Toledo, O.—E. H. Culver, chief grain inspector of the Produce Exchange, has made a trip to Washington to represent the grain interests at the hearing on the McCumber federal inspection bill.

Dayton, O.—The Gaddis Co. which was recently incorporated, will do business at this place instead of Columbus as reported, and will continue the brokerage business of T. P. and H. L. Gaddis.

Rockford, O.—We have sold our mill and eltr. site to Mosier, Frisinger & Sons; and they expect to commence at once the erection of a 50-bbl. mill and a 50,000-bu. eltr. on the old site.—Rockford Milling Co.

La Rue, O.—Morgan E. Burke has brot suit against the La Rue Grain & Eltr. Co. to have the company dissolved and its property sold, alleging the plant has remained idle two years. Mr. Burke is a stockholder.

Zanesfield, O.—Tho the robbers that looted this town on the night of Jan. 21 obtained a neat sum elsewhere, they wasted their time breaking open the safe at the eltr. of J. W. Small, where they obtained nothing.

Toledo, O.—Abolition of switching charges amounting to \$1.50 to \$5 per car is desired by the grain receivers, to place this market on a parity with others where no charge is made. The transportation committee will take the question up with the Toledo freight committee and the railroads.

Columbus, O.—The hearing on the injunction sought by the railroads to restrain the state railroad commission from enforcing its car service rules was begun here Feb. 8 in the common pleas court, from which Sec'y J. W. McCord says the case eventually will be taken to the federal courts.

## GRAIN TRIERS



20TH CENTURY BRASS & MFG. CO.  
Minneapolis, Minnesota

## May 1909

# WHEAT

Those desiring some highly interesting comments and data respecting May 1909 WHEAT, should write me at once.

E. W. WAGNER

99 Board of Trade

CHICAGO

## Fire Proof Windows

made of galvanized iron and wire glass  
as manufactured by the

Sykes Steel Roofing Company



are absolutely necessary to make a building fire proof. Each window has the Underwriters label attached to it thus guaranteeing lowest insurance rates. We have recently furnished fire proof windows for the Mont Clare Elevator mentioned on another page of this publication.

For more information write

SYKES STEEL ROOFING CO.  
CHICAGO, ILL.

## Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.

Cincinnati, O.—The Cincinnati Grain Co. has been granted an attachment on a car of hay consigned to Gehman & Co., of Vermontville, Mich. The company has instituted garnishment proceedings to recover money alleged to be due.

St. Marys, O.—We have sold our eltr. at St. Marys to Lock Two Grain & Milling Co., of Lock Two, O., who will operate it. Mr. Snapp, who has managed the business at that point, will continue to manage the eltr. for them.—McMorran Bros. Co., St. Paris, O.

West Alexandria, O.—We succeeded Chas. V. Graft, and while we have no machinery, we have a warehouse with 6,000 sq. ft. of space, and we are at all times in the market for grain and make it a part of our business to buy whenever anything is offered.—F. D. Copp & Son.

Huntsville, O.—On the night of Jan. 22 thieves raided the town, entered 4 stores, and blew the safe at the grain eltr. office of I. C. Miller & Co., where they took money and notes amounting to \$10,000. A wallet containing many of the notes was found early next morning near the railroad tracks in Bellefontaine.

Avery, O.—Reuben Turner, head of the grain firm of R. Turner & Sons, that own line eltrs. in several towns in this section of Ohio, died at his home here, Jan. 29, of uraemic poisoning. He was one of the oldest and wealthiest pioneers of this county. He was successful in the grain business and took a lively interest in state and national politics.

Cincinnati, O.—We have acquired possession of the eltr. and warehouse at Hopkins street on the Cincinnati Northern road, and with direct communication with all roads entering and leaving Cincinnati will be in better position than ever to look after our shippers' interests. Our offices will be removed to Hopkins St. and President Place.—August Ferger & Co.

Cincinnati, O.—The Central Fire Ass'n has been formed by grain dealers here for mutual insurance. W. H. Mead of Columbus, O., has been elected pres., L. H. Pummill of Cincinnati, sec'y, and Stanley Pummill, Cincinnati, treas. Among those who aided in the organization are W. W. Granger, H. H. Hill, Geo. A. Root, C. S. Maguire and J. W. Van Leunen.

Toledo, O.—Admission to the trading floor of the Produce Exchange, beginning Feb. 1, has been restricted by the directors under a new rule providing that visitors will be given tickets good for six admissions during the year which can be secured from any active member. Resident "Associate Member" tickets will be issued at the rate of \$20 per year. "Non-Resident Member" tickets will be issued at \$10 per year.

## OKLAHOMA.

Jet, Okla.—J. H. Shaw bot a controlling interest in the Jet Mill & Eltr. Co.

Goltry, Okla.—The eltr. of the Enid Mill & Eltr. Co. was blown over in a wind storm recently.

Renfrow, Okla.—C. H. Boice, successor to Geo. Marsh as mgr. of the Renfrow Grain & Fuel Co., is having the company's eltr. refitted with new belts, getting ready for the coming crop.

Medford, Okla.—The Deer Creek Eltr. Co. has bot the Farmers Eltr. & Exchange to enlarge it into a cleaning station for its other eltrs. at different points in Oklahoma. Theo. Stout has charge.

Chickasha, Okla.—I have no eltr. here, but expect to build one later in the year.—J. E. Farrington.

Hydro, Okla.—The El Reno Mill & Eltr. Co. has installed in its plant here a friction clutch coupling and new shafting to drive sheller, furnished by J. A. Horn.

Yukon, Okla.—The Yukon Mill & Grain Co. has let the contract for their new 4-story mill of concrete and brick construction to Campbell & Okeefe, to be completed in 100 days.

Bison, Okla.—The El Reno Mill & Eltr. Co.'s eltr. was burned on the night of Jan. 29 together with 5,000 bus. of corn. Insurance \$6,000. The eltr. had just been remodeled and new machinery installed. Total loss.

El Reno, Okla.—The eltr. of the El Reno Mill & Eltr. Co., that had recently been remodeled, burned on the night of Jan. 28 with coal house and three cars, one of flour. Cause: tramps had built a fire in a box car.—J. A. Horn.

Oklahoma City, Okla.—Chas. A. Clark, formerly with J. W. Witt of Lebanon, Ind., who resigned that position to take one with the R. E. Roby Grain Co. of this city, has been promoted to be traveling solicitor for the company.—J. A. Horn.

Perry, Okla.—The large eltr. of E. J. Miller burned early in the morning of Jan. 21. It was almost enveloped in flames before the firemen reached it and their hard work accomplished little. Sacks found near by indicate that thieves intending to steal grain had something to do with the fire. The eltr. contained 9,200 bus. of fine seed oats, 300 bus. of wheat and the same quantity of kafir corn. Loss, \$13,000; insurance, \$7,500.

## PENNSYLVANIA.

Pittsburg, Pa.—Owing to the season being near at hand in which uncertainty prevails as to high waters, and the disposition of the B. & O. R. R. Co. not to assume responsibility for any loss by fire or water, shippers are notified that shipments routed via the B. & O. to this city are at their own risk. It is advisable to route shipments to other roads having yards above high water mark.

## PHILADELPHIA LETTER.

The recently elected members of the Commercial Exchange are Herbert L. Clevenger, Karl Frederick Pfund and H. N. Edenborn.

All of the present employees of the Commercial Exchange have been re-appointed, from Sec'y Frank E. Marshall down to the call boys.

The daughter of J. B. Pultz, the well known grain and feed broker, Miss Adele Ritchie, the comic opera star, after a delicate surgical operation, will rest for one year.

The \$2 charge for diverting cars will be abolished by the Michigan Central, the Pere Marquette and the Nickel Plate Railroads. Unless the Pennsylvania and the Reading roads take similar action the new administration of the Commercial Exchange will make complaint to the Interstate Commerce Commission.

Pres. Scattergood, who is 31 years old and is the champion of anti-railroad and corporation domination, is the youngest member who has occupied the chair since the Commercial Exchange came into existence more than a half century ago. He is engaged in the wholesale grain business with two of his brothers, J. F. and W. B. Scattergood.

The leading export grain shippers here and the shipping and business interests generally are greatly pleased over Congressman Burton's approval of a 35-foot channel for the Delaware river.

Everybody at the installation of officers after the exciting too earnest election talked peace, harmony, good will and loyalty and a square deal for every member of the Commercial Exchange, in the future to which the defeated candidates said Amen!

After a most vigorous campaign the Commercial Exchange, Jan. 26, selected the following officers for the ensuing year: Samuel F. Scattergood, pres.; William McAleer, Jr., vice pres.; Joseph W. Beatty, treas.; Joseph Bosler, William M. Richardson, W. S. Woodward and Walter K. Woolman, directors. Mr. Scattergood's opponents for the office of pres., Hubert J. Horan and Geo. M. Warner, received 59 and 122 votes respectively, the victor receiving 157 votes. The new grain committee is composed of Samuel C. Woolman, Edmund E. Delp, William B. Dupuy, B. Devitt, Sydney Street, George G. Omerly, Louis G. Graff, Jr., Chas. R. Koch is chairman of the committee on seeds, and A. D. Bahmer chairman of the arbitration committee.—S. R. E.

## SOUTH DAKOTA.

Flandreau, S. D.—Ed. Nugent will take the management of the eltr. of F. J. Mead.

Stockholm, S. D.—The farmers in this vicinity expect to organize an eltr. company.

Artas, S. D.—Irving Parkhurst has been appointed mgr. of the grain business of Regan & Hooper.

Redfield, S. D.—H. G. Lane has succeeded F. O. Schalkle as agt. at the eltr. of Van Dusen & Co.

Winfred, S. D.—C. E. Rice, mgr. of the eltr. of Mrs. E. Lyman, has had an addition built to the eltr.

Hitchcock, S. D.—Some repairs have been made at the eltr. of G. W. Van Dusen & Co. by T. E. Ibberson.

Watertown, S. D.—The farmers' co-operative eltr. companies of South Dakota will hold their annual convention at this city Feb. 17 and 18.

Webster, S. D.—Ross E. Parks has bot the eltr. of the Reliance Eltr. Co. and will take possession at once.—S. L. Potter of Potter, Garrick & Potter.

Trent, S. D.—Chas. A. Morey, a former grain buyer at Flandreau, now agt. at the eltr. of W. I. Thompson here, will soon quit the grain business and go to farming.

Hecla, S. D.—Farmers have organized the Co-operative Eltr. Co. with an authorized capital of \$30,000; G. W. Roundy, pres.; S. J. Zeller, treas.; L. F. Roundy, sec'y.

Westport, S. D.—F. B. Johnson will build a 3,000-bu. eltr. he expects to keep open the year thru cleaning grain and grinding feed in addition to his other business.

Wentworth, S. D.—Farmers in this vicinity are considering the organization of an eltr. company. At a recent meeting they elected Henry King chairman and C. N. Fader sec'y.

Plankinton, S. D.—Enough stock has been subscribed towards the building of a farmers' eltr. here to justify the promoters in organizing a company to begin construction as soon as the weather permits.



Sioux Falls, S. D.—The South Dakota State Railroad Commission has chosen Dr. W. G. Smith of Sturgis chairman, and re-elected W. H. Stanley, the efficient sec'y. F. C. Robinson of Groton has succeeded D. H. Smith of Miller as a member of the Commission.

Aberdeen, S. D.—The eltr. of the Hawkeye Eltr. Co., one of the McCaull-Webster interests, burned early in the morning of Jan. 28; loss, \$8,000, well insured. The eltr. contained only about 700 bus. of oats and very little other grain. The company will rebuild immediately. C. A. Brown, agt. for the past four years, had arranged to leave Mar. 1.

Pukwana, S. D.—Bert E. Dawson, agt. for the Hunting Eltr. Co., surprised his friends by taking Miss Daisy Thompson, a stenographer, accompanied by her brother and his fiancé, to Chamberlain for a quiet double wedding without anybody else's advice or consent. After recovering from their astonishment, said friends did the best they could to express hearty good wishes.

## SOUTHEAST.

Statesboro, Ga.—We will enter the wholesale trade in hay, grain and feed stuffs about March 1.—J. A. McDougald & Co.

Lynchburg, Va.—The Piedmont Mills Co. will have the A. E. Baxter Engineering & Appraisal Co. build a 60,000-bu. eltr. of brick and concrete construction.

Lincolnton, N. C.—The Banner Roller Mills incorporated to deal in grains, coal, cotton and cotton seed; capital stock, \$30,000, of which \$23,000 is paid in; incorporators: R. J. Ramseur, J. R. Bridgers and others.

Blumont, Va.—The grain eltr., feed store and buildings of the Blumont Eltr. Co. burned early in the morning of Jan. 30; loss estimated at \$20,000, partly insured. The company is composed of Hubert and Lloyd Plaster and Earle Iden.

Charleston, S. C.—Merchants Brokerage Co. incorporated to deal in rice and other grains, flour and feed, act as manufacturers' agents, warehousemen and forwarding agents; capital, \$10,000; E. H. Fincken, pres.; J. H. C. Wulbern, sec'y. and treas.; Geo. H. Fishburn mgr.

Birmingham, Ala.—The Wood & Crabbe Grain Co. has plans completed for a new 20,000-bu. eltr., a 3-story meal and grist mill, and a power house where the electrical dynamos and other machinery for this up-to-date plant will be located. Completed it will cost about \$200,000. The company then expects to build one of the best storage warehouses in the South, covering 140x100 ft.

## TENNESSEE.

Nashville, Tenn.—The anti-bucket shop bill passed final reading in the senate Feb. 5. Legitimate exchanges are legalized.

Nashville, Tenn.—Midland Grain Co. incorporated; capital stock, \$5,000; incorporators: John H. Bell, W. Murray Hogan, P. W. Duke, Jr., G. W. Dyle, and J. M. Davidson.

### MEMPHIS LETTER.

The general inactivity of business has also contributed somewhat to the paucity of demand.

It is said by local dealers that the conditions here exist at practically every city in the south and southeast.

The Mott Store Co., of Portageville, Mo., is considering plans and specifications for an eltr. to be erected at this city.

The Interstate Milling Co. is a new concern, Peter McIntyre, pres. It will manufacture sugar and other standard stock foods.

The entrance of the boll weevil into the delta section of the cotton belt, with probability of his going east and north, is likely to encourage further diversification of crops and to increase the attention paid to hay and grain.

Memphis, Tenn.—John Wade & Sons have had a warehouse completed by Kaucher, Hodges & Co. The building is 150x60 ft. and will be equipped with No. 9 Monitor Clipper, 40-h.p. General Electric Motor and Day Dust Collector.

Grain dealers report business very unsatisfactory, tho there is an improvement over the past month. The season for crop preparations is not far hence and some business is being done with interior points because of that, but the volume of trade is by no means what it usually is at this season.

N. S. Graves has been re-elected sec'y of the Merchants Exchange for the 22nd consecutive time. He is popular with all the grain interests and will work in close harmony with the pres., S. Tate Pease. Watkins Williams was again chosen asst. sec'y and E. R. Gardner, Chief Weigher and Inspector.

Altho prices have been openly fairly steady, there has been more cutting in secret than for several years, due to conditions outlined. This has been the case more recently than before the turn of the year. Corn and hay have been offered at this point cheaper than they could be bot at primary shipping points, while prices have been made to other points which indicate an oversupply here.

Cyrus B. Stafford has succeeded John W. Gates as sec'y and freight commissioner of the Memphis Hay & Grain Ass'n. The duties of freight commissioner have been added to the office and Mr. Stafford is well qualified to look after the interests of Memphis in this respect. He has been with the Frisco System for 13 years, 8 years at this city, and has won promotion to the position of chief clerk in the office of the asst. gen. frt. mgt.

Memphis, Tenn.—G. E. Patteson & Co. have let the contract to Kaucher, Hodges & Co. for a cribbed eltr. on concrete foundation on the belt railway. The house will have 11 bins, will be 36x32 ft., and have a double track with hopper between, delivering by 30-in. conveyor belt to leg having two rows of 10x6 cups. The bins will be arranged to use automatic scales underneath. A warehouse of 10,000 bus. capacity will be built adjoining and the house will be designed for future additions, and a chop mill will be installed later. Motor power, rope drives and Friedline Radial Car Puller will be employed. The house is to be covered with galvanized iron, and is to be completed Apr. 1.

Conditions have been unsatisfactory to the dealer all season. One cause for this has been the continued high price of feedstuffs. The past season saw more corn, hay and other feedstuff grown in the south than ever before. The southern farmer profited by planting liberally, but dealers have found that it made large inroads on their volume of business. Those dealers who realized the great increase in the amount of feedstuffs grown at home contracted moderately, but others did not act so wisely. The result has been that stocks have been large all season and business has been done at less



### Cover's Dust Protector

Rubber Protector \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER  
124 Perley St., South Bend, Ind.

## FULL VALUE

Obtained for all grain consigned to us. Orders in Futures also carefully executed.

**McKENNA & RODGERS**  
61 Board of Trade CHICAGO



## The National City Bank of Chicago

The Temple S. W. Cor., La Salle and Monroe Sts.  
CHICAGO

Capital \$1,500,000 Surplus \$300,000

Approved by Chicago Board of Trade  
as a Margin Depository

We allow 2% interest on all margin deposits over and above \$5,000.

**DIRECTORS:** ALFRED L. BAKER, of Alfred L. Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD G. CARRY, Vice Pres. American Car and Foundry Co.; E. G. EBERHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mfg. Co., Mishawaka, Ind.; A. B. DICK, Pres. A. B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres.; F. F. PEABODY, of Cluett, Peabody & Co.; JOHN E. WILDER, of Wilder & Co.; H. E. OTTE, Cashier.

**OFFICERS:** DAVID R. FORGAN, President. ALFRED L. BAKER, Vice-President; H. E. OTTE, Cashier, L. H. GRIMME, Assistant Cashier, F. A. GRANDALL, Assistant Cashier, W. D. DICKEY, Assistant Cashier, R. U. LANSING, Manager Bond Department.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it

profit than for a number of years. The mildness of the winter has also contributed to the hard luck stories of dealers.—W.

## TEXAS.

McGregor, Tex.—The McGregor Milling & Grain Co. has increased its capital stock from \$30,000 to \$50,000.

Sanger, Tex.—The new eltr. we are building will have cleaners and clippers and will be equipped for grinding corn.—Smith, Wiley & Co.

Houston, Tex.—In connection with the recent purchase of the Colorado Southern Railroad it is rumored that a large export eltr. will be erected here.

Chillicothe, Tex.—We will discontinue business for the present. The Moore Milling Co. is enlarging an old plant and putting in new machinery.—Hall & Son.

Lissie, Tex.—Lissie Eltr. Co. incorporated to deal in grain; capital stock, \$8,000; incorporators, John N. Lee, J. M. Everett, Frank Hough, and H. J. Follett.

Terrell, Tex.—Early in the morning of Jan. 19 a fire in the business district included the grain store of Kavanaugh & Matthews. They lost \$3,500 in grain and flour on which they carried \$2,500 insurance.

Seymour, Tex.—The C. C. Mill Eltr. & Light Co. has changed its name to the Seymour Mill, Eltr. & Light Co. and has increased its capital stock from \$40,000 to \$50,000. Its mill will be remodeled to increase its capacity to 200 bbls.

Texas City, Tex.—Plans have been made and accepted for the large eltr. to be erected, and the designers will likely be awarded the contract for the construction, by the Texas City Transportation Co., of which C. W. Lewis is chief engineer.

Galveston, Tex.—The most expensive wharf fire in the history of this port occurred on the night of Jan. 22, and caused a loss of \$450,000. Eltr. A, capacity 1,000,000 bus., had a narrow escape. It was saved by flooding the roof from the tanks.

Austin, Tex.—The bill giving the railroad commission power to regulate telephone rates has been perfected with the aid of H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, and has been presented in the legislature by Senator Meachum.

Honey Grove, Tex.—The plant had not been running for several days, a fire at the corn sheller of the Fannin Milling Co. burned sheller and building with corn and other grain. Loss on building and machinery, \$3,500; on grain, \$600; insurance on plant, \$1,500; on contents, \$750.

Austin, Tex.—The Texas Railroad Commission had up for hearing Feb. 9 the proposed amendment to rule 35 as suggested to the Commission by H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, that destination of shipments could be changed by paying for the privilege. The necessity for a change in the ruling was on the grounds as alleged that the railroad companies were at all the larger points, and some of the smaller ones, setting cars on the team track and holding them for two days before notice was given, taking the advantage of the commission's ruling, and thereby preventing the consignee from changing destination and force them to unload the cars before they could use transit privileges

and taking out of the service the cars for two days.

Galveston, Tex.—Exports from Galveston to European ports from Sept. 1, '08, to Feb. 1, '09, were 4,646,004 bus. of wheat and 6,281,162 bus. of corn; compared with 7,147,380 bus. of wheat and 3,967,791 bus. of corn during the corresponding period of 1907 and '08, as reported by C. McD. Robinson, chief inspector Galveston Board of Trade.

## UTAH.

Salt Lake City, Utah.—My son, Gordon Williamson, has been admitted as a partner in the business of handling grain, mill stuffs and alfalfa seed. The new firm will be carried on under the name of Sam Williamson & Son.—Sam Williamson.

## WASHINGTON.

Olympia, Wash.—Senator Cox of Walla Walla has prepared a bill to abolish the state grain commission and place the appointment of state grain inspectors under the railroad commission.

Pullman, Wash.—Oscar E. Young of this city is a candidate for the office of state grain inspector to succeed John W. Arrasmith of Colfax, who will not be a candidate for reappointment on the expiration of his term.

Pullman, Wash.—The Pacific Farmers Union, having headquarters at this city, contemplates building a terminal warehouse and eltr. for grain at Portland or on Puget Sound. L. C. Crow of Palouse is state pres., and with James M. Reid, of Pullman, chairman of the executive committee, has been looking at sites.

## WISCONSIN.

Mondovi, Wis.—S. N. Knudson and wife are spending the winter in California.—W. M. Alt.

Superior, Wis.—Chief Grain Inspector McMillan has been reappointed by the Wisconsin Grain & Warehouse Commission.

Arena, Wis.—Wm. G. Orth has bot the warehouse, grain and feed business of Wm. H. Hottman and takes possession Feb. 10.

New Lisbon, Wis.—The Wisconsin Eltr. & Lumber Co. has been incorporated by C. J. Sparr, W. E. Dodge, and C. Dodge with a capital stock of \$25,000.

Avoca, Wis.—John Sikir has succeeded Sikir & Hinz, and Mr. Sikir will employ a good man with some knowledge of feed grinding and engineering to take the place of Mr. R. Hinz, his former partner.

Appleton, Wis.—At a meeting here Jan. 22 the Wisconsin Millers Ass'n decided to pay the \$25 license imposed by the feed law, owing to the delay in obtaining an opinion from the supreme court on the constitutionality of the act.

Superior, Wis.—According to Omaha railroad detectives Jo Shrimpo of Allouez had an ambition to go into the private eltr. business. They charged him with stealing some 200 bus. of grain they found in his "warehouse." Shrimpo demanded an examination which was allowed, but the court found sufficient evidence of guilt to bind the accused over for trial.

Superior, Wis.—Two men charged with breaking into freight cars, loaded with wheat "in bond," were tried before a jury in the circuit court, found guilty of breaking seals and entering two cars, and sentenced to two years in the penitentiary. The case attracted considerable

attention because it was investigated by the federal authorities; and grain men hope the punishment is sufficient to warn other thieves.

## MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$200 net to the buyer.

Chas. F. Glavin on Feb. 6 left Milwaukee on a trip to Cuba to be gone over five weeks.

A. J. Aikens, who many years ago was sec'y of the Chamber of Commerce, died Jan. 22, aged 81 years.

Chicago, Milwaukee and Puget Sound cars are in circulation, several having been received in this market.

L. W. Gifford has engaged in the grain commission business on his own account with offices in the Chamber of Commerce.

A consignment of new chairs billed to the C. of C. has been received and it is now "new chairs for the boys in the pit."

The Gem Milling Co. business has been taken over by the Cream City Mills, composed of H. Quentin and A. C. Lingelbach.

Everything is high; barley is the only thing a little down. On account of this situation think the market will stay up.—Hottelet & Co.

The first of what promises to be a long series of wage conferences between brewers and their employees, numbering about 6,000, is now in progress.

Indications point to a freer movement, as farmers seem inclined to market a little more at the recent advance. However, as corn is the cheapest thing in the list the surplus movement will no doubt be taken care of at ruling prices.—Herman Franke.

The C., M. & St. P. Ry. has given notice that demurrage charges will begin to accrue from the hour bulletins are ready for delivery. Bulletins for cars arriving up to 7 a. m. will be obtainable at that hour and until 8:30 a. m. at the grain men's office.

At Milwaukee for the crop year ending Aug. 15, 1908, a total of 5,372 cars of wheat (spring, winter and mixed) were inspected; 3,579 cars of corn; 6,568 cars of oats; 10,694 cars of barley; 1,330 cars of rye and 4 cars of flax seed, a combined total of 27,547 cars.

Henry E. Wetzel, Fred J. Rodes, Frank S. Frost, C. D. Simonds and Jas. Crigh-ton have applied to have their memberships transferred, while applications for membership have been received from Harry S. Hayes, Maurice L. Henderson, M. B. Helmer and John J. Brady.

"To arrive" corn is being worked quite freely of late. The tendency of interior dealers seems to be to slide it in in this manner rather than take chances on the market. But a slight difference exists between "spot" and "to arrive" prices, probably resulting from the limited amount coming.

The resolution by the Grain Dealers National Ass'n favoring an investigation of the grain trade that would set at rest the agitation for federal grain inspection is being sent to every Wisconsin senator and representative by the Chamber of Commerce, protesting against the passage of the grain inspection bill.

"18 FACTS AND 1 SUGGESTION ABOUT MALT" by the Electric Malt-making Co. have been posted on the Bulletin Board on 'change, no doubt for the special benefit of maltsters. As Si Per-



kings would remark: "H'i didn't suppose thar were that many facts ab't the' gosh darned malt, from the wa' the blam'd maltsters hev be'n actin'."

Following close upon the announcement of the change in ownership of the Wisconsin Central Ry., comes a report to the effect that surveyors said to be in the employ of the company, are making a survey from the company's line near Rugby Jct. toward Milwaukee, indicating that the Central under its new management will seek an independent entrance to Milwaukee.

An additional charge of \$2 per 100 lbs. for malting in transit barley received via the Omaha & Northwestern railways is collected, but no such charge is made on barley hauled over the Milwaukee railway nor does the Northwestern make any additional charge for malting when the barley originates on its own lines. It is understood that a request has been made on the Omaha & Northwestern railways to put into effect the same thru rate on barley from Minneapolis to Milwaukee and Chicago with the privilege of malting in transit, as has been in for some time via the Milwaukee road. A meeting will be held in Minneapolis the latter part of this week to come to a definite understanding with a view of having a uniformity of rates via all lines.—Geo. A. Schroeder.

## A Sectional Grain Door.

A grain door that can be built at small cost and be operated with ease has been invented by Louis W. Schreiber and is illustrated in the engraving herewith.

Hinges join the three horizontal sections of the door, and the lower section has two metal plate extensions operated by the lever shown in Fig. 1.

When the door is set down into place the upper section, having a slightly wedge shape, fits tightly between the door posts, which are rabbeted. Pulling lever to right forces the two metal plates into rabbets in the posts. The upper section has an extension used when loading oats, as shown in fig. 2.

To unload, the lever is pulled to the left, drawing the metal plates out of

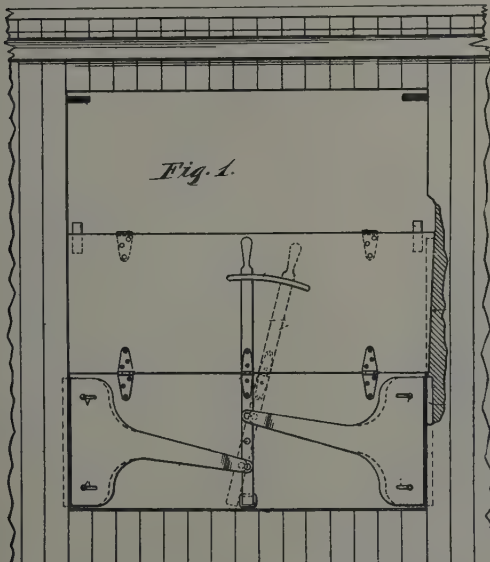
the posts and permitting the lower section to fly out under pressure of the grain, when it is folded on the middle section. The upper section breaks in two on a hinge, and its thin material is folded upon itself as shown in fig. 3, and the whole door hooked up out of the way under the car roof. For his invention Mr. Schreiber has been granted letters patent No. 841,900.

A bill has been introduced in Congress which provides \$30,000 for experimental work in testing the practicability of making paper material from corn stalks.

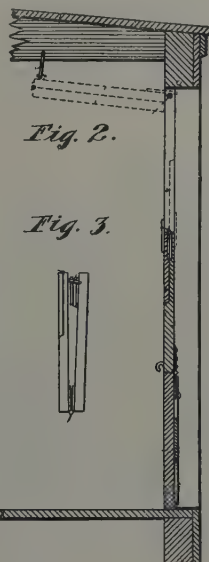
It is rumored that Dr. Harvey W. Wiley, chief chemist, Dept. of Agri., will resign. Dr. Wiley increased his notoriety by ignoring a decision of the Remsen Board in which it declared that benzoate of soda used as an adulterate in quantities less than 1/10 of 1% was not harmful, when he issued a decree of his own stating that its use in any quantity was harmful.

Wheat bulls are betting upon domestic, not foreign, conditions. Broker who is next to them says they expect the visible stocks to melt away rapidly between February and May and that the present visible represents a much larger proportion of total available supplies than is usually the case at this season of the year, owing to the heavy marketing of the first six months. The broker thinks July will sell at a wider difference under the May, because July means the new crop and present May shortage is large, while the available contract stocks in sight are limited.—C. A. King & Co.

The Manitoba Warehouse Commissioner reports that the receipts of 1,183 elevators in Manitoba and Saskatchewan were each an average of little over 31,000 bus. of wheat in the crop year of 1907-8. An elevator can handle 150,000 bus. in a season almost as cheaply as it can handle 30,000. As an example of how it works out, the receipts of seven elevators in Morden were 123,780 bus. One elevator would accommodate the business as well as seven. So the grain was taxed to pay wages, insurance, taxes, cost of maintenance, etc., of six elevators not required.—Sec'y McKenzie of Manitoba Grain Growers Ass'n.



Front Elevation and Cross Section of Grain Door.



## Dust Separators

The Best in the Business because it is scientifically proportioned and will lay finer dust than any other machine made. We have had years of experience in this business and we will be glad to help you solve your dust-collecting problem.

CINCINNATI  
EXHAUST & BLOW PIPE CO.  
324-30 W. 3rd St., Cincinnati, O.



## CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

70-86  
West Jackson Boul.  
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71 1/2% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



THE  
"New  
Cyclone  
1905"

Manufactured Exclusively by

The Knickerbocker Co.  
JACKSON, MICH.

## Supply Trade

Olsen Bros. & Co. have purchased a Hall Signaling Grain Distributor.

Advertising properly done, kept up, and backed up thru the columns of the Grain Dealers Journal has never failed.

Advertising has been the first principle of every success in business since business began—advertising of one kind or another.

W. J. Scott has resigned his position with the Invincible Grain Cleaner Co. and has gone to Minneapolis, where his family is located. J. H. Pank has taken charge of business left by Mr. Scott, and will represent the company in this territory.

The Huntley Mfg. Co. has opened an office in the Chamber of Commerce Bldg., St. Louis, with S. J. McTiernan in charge. Another office has been opened in Portland, Ore., with C. J. Groat as manager. For the past 25 years Mr. Groat has represented the Allis-Chalmers Co. in the West and is thoroughly conversant with the elevator trade. He will carry a full line of cleaning machinery. His address is 717 E. Burnside Street.

E. R. Watson will represent the southern states, and J. Q. Smythe, Kan., Neb., Mo. and Tex. for the S. Howes Co., Inc. Mr. Watson was formerly in partnership with L. R. Veatch, and was engaged in selling a general line of flour mill and grain elevator machinery. His office will be at 223 E. Kentucky St., Louisville, Ky. Mr. Smythe had 16 years' experience as millwright for Nordyke & Marmo Co., and for the last few years has been their traveling salesman. His headquarters will be in Kansas City.

"I am having a good, normal growth without advertising and hustling about for more—why should I advertise and hustle?" That is what some business men say. If Theodore Roosevelt had been satisfied as police commissioner, or even as governor, America would perhaps have lost one of its greatest presidents. If John D. Rockefeller had been satisfied with a normal growth he might now be a prosperous grocer instead of a billionaire. If Thomas A. Edison had been satisfied with a normal growth he would probably be a retired telegraph operator today. Where are the men to-

day who are satisfied with a normal growth? Dead, gone and forgotten. It is the men who have hustled and who have achieved, who stand out as landmarks of their times; it is their names that live and make the history of the ages. As eternal vigilance is the price of liberty, so is eternal hustle the price of success.

### CALENDARS RECEIVED.

Upon the calendar distributed by Philip H. Schifflin & Co. is a splendid steel engraving of Abraham Lincoln, and on the back is attached an engrossed copy of fac-simile letter of President Lincoln to Mrs. Bixby, which is now famous not only as demonstrating Lincoln to be a master of pure, simple English, but also a very thoughtful, sympathetic man.

The U. S. Brokerage Co. is sending a large wall calendar, six days to a leaf, to its customers.

### Compression Igniter for Gas Engine.

Gas engine troubles have been the subject of discussion, and the cause of much displeasure, ever since the combustion engine was first used for power. The inventor who decreases these troubles, confers a benefit upon society generally, and the gas or gasoline engine operator in particular. The G. & M. Compression Igniter is a simple mechanical device operated by the compression in the engine cylinder. The results obtained from its use makes engine easier to start, gives greater power, steadier running, no misfires, less straining or jerking of engine, and consequently a great saving of fuel.

The 1909 model of the igniter is screwed into the engine cylinder as shown in illustration given herewith. No other mechanical connection with the engine is necessary. The one particular feature of the igniter is its wide range of adjustment, permitting simple and instantaneous adjustment in timing the spark, size of gap, and the amount of pressure on the contact points.

Engine compression may be used in any amount necessary to close the contact points, thus insuring perfect contact in spite of oil and soot. The time during which the point remains closed may be regulated to suit operator. Should he forget to open the switch stopping the engine, no drain on the batteries will occur, as it is impossible for the ignited

points to remain in contact when engine is stopped.

Gas, under compression in the engine cylinder, acts upon and raises a piston contained in the igniter. The passage in the igniter, thru which compression finds its way, from the engine to igniter cylinder, is intersected by a valve, which can be opened or closed at pleasure of the operator. The opening or closing of the valve will advance or retard the time of ignition. When the gas in the engine cylinder has been compressed enough to force a sufficient quantity thru the valve, the igniter piston raises, and at the beginning of its upward stroke, closes the contact points, and at the completion of its upward stroke releases a hammer which strikes the upper end of the movable electrode, causing the points quickly to separate. The igniter piston then remains up until the explosion occurs and the engine exhaust is opened, when it is forced downward by means of a spring.

The igniter is of the hammer make and break type; it acts as governor in case governor breaks. Danger of external explosion and fire is obviated as there is no break anywhere in the battery current. Mica insulation is used throughout. The Metal Specialties Mfg. Co. of Chicago is the sole manufacturer and patentee.

### Terms of Original Contract Alone Govern Sale.

Decision of Tri-State Appeal Committee of the Kansas, Oklahoma and Texas grain dealers ass'ns.

Wichita Seed & Grain Co.

vs.

The Wirt & Lyons Co.

In the above case the question at issue as your committee understands it is a difference of 5c per cwt. freight rate on five cars of corn purchased by the plaintiff from the defendant April 25, 1907, at f. o. b. D&GE station to be billed to Denver, Col.

Unfortunately, the plaintiff did not embody in its confirmation of the 25th to the defendants all the terms which it claims entered into this purchase of corn. The plaintiff claiming special terms to have been made in a letter supposed by it to be enclosed with the confirmation of the same date, April 25th, in which it states as follows: "We understand this to originate at D&GE stations, taking Enid rate to Denver."

The defendants made affidavit to the effect that the letter referred to above was never received by it. The plaintiff on the other hand made affidavit to the effect that such letter was sent.

Not having any contrary evidence, we, your committee, are compelled under the circumstances to eliminate this letter from our evidence, as one party's word is offset by the other. Even tho this letter had accompanied the confirmation, the contract and the contract alone, should embody all the terms of the sale, but under the circumstances, being compelled to eliminate the plaintiff's letter of April 25th, leaves your committee nothing but the strict letter of the contract to rely upon, which provides that the corn in question be shipped from D&GE station, which we understand was done.

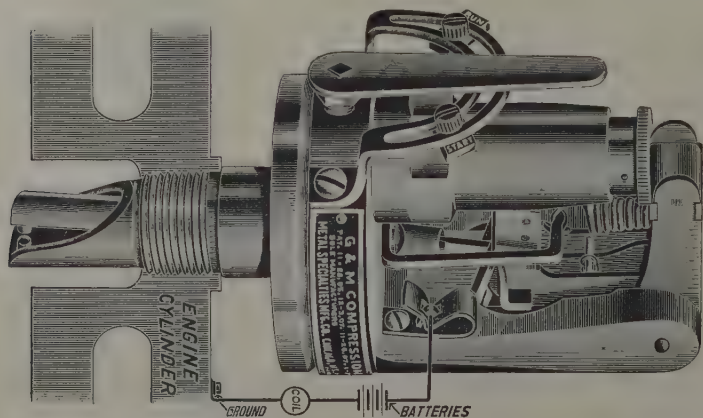
Contract so far as defendants were concerned has been lived up to, and we, your committee, find judgment in favor of the Wirt & Lyons Co. in the sum of \$140, or 5c per cwt. on five cars of corn above mentioned, and instruct the plaintiff, the Wichita Seed & Grain Co., to give the defendant, the Wirt & Lyons Co., credit on its account for \$140, which, according to the Wichita Seed & Grain Co. statement of Sept. 18, 1907, leaves the Wirt & Lyons Co. indebted to the Wichita Seed & Grain Co. in the sum of \$23.85 instead of \$163.85, the amount claimed by their statement.

The costs in the above case are hereby assessed against the plaintiff, the Wichita Seed & Grain Co.

Respectfully submitted,

J. H. Shaw, Chairman,  
R. M. Kelso, Secretary,  
H. Work,

Tri-State Board of Arbitration.



Compression Igniter for Gas Engines.



## Grain Carriers

Resolutions indorsing the Townsend amendments to the Interstate Commerce Act have been adopted by the Omaha Grain Exchange.

The Oklahoma Supreme Court has decided that the state railroad commission can not compel railroads to build side tracks to industries.

D. M. Venus has been granted reparation for an unreasonable charge by the Iron Mountain R. R. on sacked oats from Durant, Okla., to Hope, Ark.

A demand for a 200-ft. channel in the Chicago River free of all obstructions was made recently by a delegation of lake vessels who visited Washington.

The railroads have not kept their promise to reduce the rates on grain from the west thru Chicago to the southeast. It is said the Mobile & Ohio refused to join in the reduction.

The house committee on interstate and foreign commerce has decided to refuse consideration at this session of Congress to all bills amending the Hepburn law and interstate commerce act.

At the recent annual meeting of the Lake Carriers Ass'n at Detroit Captain J. H. Brown of Buffalo read a paper showing that shortages in the grain cargoes unloaded at different lake ports varied greatly.

Surplus cars show a decrease for the first time since last October. The surplus Jan. 20 was 311,664, against 333,019 on Jan. 6, as reported by the American Ry. Ass'n. The number of bad order cars also has been considerably reduced.

Milling in transit of corn to be made into starch at Cedar Rapids was the subject of a recent hearing by the railroad commission at Des Moines, Ia., on complaint by Douglas & Co., starch manufacturers, who wish the privilege restored.

In the complaint by the Celina Mill & Elevator Co., of Celina, Tex., the Interstate Commerce Commission has decided that it can not compel the Frisco system to grant a free back haul of wheat and flour between Celina and Sherman.

The Illinois Traction system has ordered 25 80,000-lb. capacity grain cars of the American Car & Foundry Co., to be delivered this spring. Among the grain centers reached by this electric interurban are Peoria, Decatur, Bloomington and Springfield.

The Forwarder, Ltd., has been organized at Kingston, Ont., with \$500,000 capital stock, to operate grain barges between Kingston and Montreal. W. G. Craig of Kingston is pres. Moore's elevator has been taken over and suitable steamboats and barges will be procured.

The complaint by Palmer & Miller that the rate of 14c per 100 lbs. for the transportation of a car of corn from Celina, O., to Johnstown, Pa., was unreasonable, has been dismissed by the Interstate Commerce Commission for lack of proof. The only evidence submitted was that a lower rate was in effect between the same points by other routes.

Absorption of switching, transfer and other terminal charges has been authorized by Rock Island Tariff No. 19,684-B, supplement 34, effective Mar. 1, in connection with rates on grain and grain products from Rock Island stations in Iowa, Minnesota and South Dakota to Memphis, Tenn., and Mobile and New Orleans, when for export.

Reparation has been awarded the Red Wing Linseed Co., of Red Wing, Minn., for overcharges of \$136 on two cars of flaxseed shipped over the C., M. & St. P. R. R. from Britton, S. D., to Red Wing. The rate in effect at the time the shipments moved was 26.5c per 100 lbs. Later the road published a rate of 15.5c. The Commission ordered that the difference be refunded.

I read the Grain Dealers Journal with a great deal of interest and was very much interested in the article on page 115 of Jan. 25 number, in regard to recovery by shipper for grain lost in transit. I get some cars that are in bad shape and need a lot of cooping to make them safe; but have to use them to get grain to market on time.—F. H. Griggs, Stillman Valley, Ill.

The National Industrial Traffic League will hold a meeting at the Hotel Schenley, Pittsburgh, Pa., Feb. 11 and 12, when the following subjects will be considered, among others: Giving shipper right to route freight, erroneous quotations and insertion of rates in Bs/L; minimum weights to be applied where small cars are ordered and large cars furnished; uniform B/L as recommended by the Interstate Commission.

The reshipping rates on grain from St. Louis and East St. Louis are to be applied as flat rates to Cairo and Evansville on shipments to Nashville and the Carolina and southeastern territory, as soon as tariffs can be issued by the Illinois Central, Southern and Mobile & Ohio railroads. The flat rate proposition was approved Jan. 26 at a meeting of the executive officers of the southeastern roads at St. Augustine, Fla.

In his annual report sent to the New York legislature Jan. 25, F. C. Stevens, superintendent of public works, called attention to the necessity for regulation of elevator and carrying charges. He said: "In any system of waterways which involves the breaking of bulk terminal charges play an exceedingly important part and may be so great as to completely nullify the effect which otherwise would come from the maintenance of the free system of waterways."

On reshipping of grain the Interstate Commerce Commission has just made public an informal conference ruling that "Upon inquiry whether a proposed tariff rule providing that 'the rate to be applied on all outbound transit grain of record shall be the specific rate that is lawfully in effect from Chicago at the time the grain is reshipped' may lawfully be incorporated in a tariff, Held, That the Commission cannot sanction the rule and that the grain can move only as a thru movement on the thru rate in effect at the time it starts, or as a local movement."



Patten is Still Holding his May.  
—From J. F. Zahm & Co.'s Circular.

## CONDITIONERS and DRIERS

FOR

## Small Elevators

We have recently placed on the market a line of small machines for drying and cooling, suitable for small elevators and warehouses.

These machines embody the well known ELLIS PATENTS.

They are compact and may be placed in the elevator, requiring very little floor space.

They may be had in three different styles wood, composite or steel, and of any capacity.

They use nothing but cold air and therefore do not affect the insurance rate.

They are absolutely the fastest working machines on the market.

The cost is low and well within the reach of every small elevator in the country.

Drop us a line and we will mail you full information.

**The Ellis Drier Co.**  
Postal Telegraph Bldg., Chicago

## Supreme Court Decisions

**Futures.—Recovery in Another State.**—Under Code 1906, § 2303, authorizing the wife of a husband who has lost money in "futures" to recover it, an action may be maintained on a judgment of another state recovered under a similar law.—*Armstrong v. Minkus*. Supreme Court of Mississippi. 47 South. 467.

**Damages on Value at Destination.**—Where a shipper agreed to pay a thru charge for delivery at a point beyond the initial carrier's line, the measure of damages for injuries on the initial carrier's line was to be based on the value at the point of destination.—*Southern Express Co. v. Jacobs*. Supreme Court of Appeals of Virginia. 63 S. E. 17.

**Effect of Failure to Post Rates.**—That a carrier failed to post its schedules and tariff sheets in a depot, as required by the interstate commerce law, does not affect the validity of the rates promulgated, filed with the interstate commerce commission, and deposited with the station agent.—*Mires v. St. Louis & S. F. R. Co.* St. Louis Court of Appeals, Missouri. 114 S. W. 1052.

**Production of Warehouse Receipts.**—Where a warehouseman did not refuse to deliver goods to the owner because of the latter's failure to tender the receipt, but placed his refusal upon another ground, he thereby waived his right to tender of the receipt as a condition precedent to delivery.—*Duffy v. Wilson*. Supreme Court of Colorado. 98 Pac. 326.

**Delivery by Carrier.**—Where a car load of freight is consigned to a place where there is a side track, but no depot platform or agent of the carrier, which is known to the parties, leaving the car on the side track is a good delivery, and relieves the carrier of further responsibility.—*Reid & Beam v. Southern Ry. Co.* Supreme Court of North Carolina. 63 S. E. 112.

**Buyer's Right to Retain Grain Missing Grade.**—Where wheat is sold under an executory contract, and the wheat delivered is inferior in quality to that contracted to be sold, the buyer may retain the inferior wheat delivered, and recover the damages he has sustained by reason of a breach of the seller's contract, without returning the wheat, or giving any notice to the seller.—*J. Rosenbaum Grain Co. v. Pond Creek Mill & Elevator Co.* Supreme Court of Oklahoma. 98 Pac. 331.

**Damages for Telegram Error.**—Where a telegram was not delivered because an initial of the person addressed was negligently changed in transmission, the latter could recover damages caused by the company's negligence, tho the telegram was not repeated, and there was an agreement that the company should not be liable for mistakes beyond the amount received for transmission, unless the telegram was repeated at extra cost.—*Postal Tel. Cable Co. v. Sunset Const. Co.* Supreme Court of Texas. 114 S. W. 98.

**Risk Assumed at Wheat Loading Chute.**—Where plaintiff was employed to assist in loading a vessel with wheat, and defendants' servants threw the wheat in sacks into a chute leading into the hatch of the vessel, and plaintiff mounted a ladder to place riffles in the chutes to delay the speed of the sacks, and defendants' servants placed a sack so close to the edge of the chute that it fell off and knocked down the ladder, causing plaintiff to fall, and the ordinary method of placing the riffles in the chute was to stand on the overturned chute, plaintiff assumed the risk of placing the riffle in the chute by means of a ladder.—*Stewart v. Balfour*. Supreme Court of Washington. 98 Pac. 103.

**Liability of Initial Carrier.**—Where a common carrier accepts goods for shipment to be delivered to a connecting carrier, the first carrier will be liable for any damages to the goods resulting directly from the negligence of, such carrier, although the loss may not actually occur until after the goods are delivered to the second carrier.—*Whitnack v. C. B. & Q. R. Co.* Supreme Court of Nebraska. 118 N. W. 67.

**Measure of Damages for Delay in Transportation.**—Where, owing to delay in the transportation of machinery, the shipper was compelled to duplicate the same, but the carrier did not convert the machinery shipped, it was still the property of the shipper, and its damage was the cost of the duplicated machinery less the value of the delayed machinery utilized to its best advantage.—*Chicago, R. I. & P. Ry. Co. v. Planters Gin & Oil Co.* Supreme Court of Arkansas. 113 S. W. 352.

**Buyer Has Right to Inspect.**—An order for goods of a quality described, to be shipped to a designated point, given by a buyer who had not seen the property, is, in substance, an executory contract of sale, and the buyer is entitled to a reasonable opportunity for inspection before paying the price, especially where he receives notice that the seller in some respects has not complied with the order.—*Plumb v. Bridge*. Supreme Court of New York. 113 N. Y. Supp. 92.

**Building on Right-of-Way—Release.**—Under Rev. St. 1899, § 889 (Ann. St. 1906, p. 828), making all joint contracts joint and several, a release executed to a railroad company of liability for fire on its granting permission to erect a building on its right of way, though in the name of a partnership, is a release from the partner who owned the property so as to bar a claim by him.—*Equitable F. & M. Ins. Co. and Joplin Hay Co. v. St. L. & S. F. R. Co.* Kansas City Court of Appeals, Missouri. 114 S. W. 546.

**Recovery of Excessive Freight Rate.**—Until a schedule of rates filed and published by a common carrier, pursuant to the act of Congress (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3153]), entitled "An act to regulate commerce," has been by the Interstate Commerce Commission declared excessive and unreasonable, a shipper cannot maintain an action at common law in a state court to recover for the excess of freights exacted on interstate shipments, if the rates charged were those fixed by such schedule.—*Robinson v. B. & O. R. Co.* Supreme Court of Appeals of West Virginia. 63 S. E. 323.

**Breach of Contract to Furnish Market Reports.**—Where a telegraph company contracted to furnish plaintiff correct market reports, and plaintiff, relying on its reports for a certain date, ordered his agent to buy grain to fulfill sales he had made for future delivery, but the price of the grain on that date was in fact higher than stated by the report furnished, plaintiff's measure of damages, in an action for the company's breach of contract, was the difference between the incorrect price quoted and the correct price on the market on the day the price was furnished.—*Western Union Tel. Co. v. Bradford*. Court of Civil Appeals of Texas. 114 S. W. 686.

**Carrier's Liability for Grain Found Damaged Three Weeks After Arrival.**—Where sealed cars of oats remained for three or four weeks in the yards of the carrier at the point of destination, and when the cars were opened, the oats were found to be damaged by fermentation, the fact that the oats were in good condition at the time they were shipped is no proof that they were in the same condition on their arrival at destination. A carrier is not liable for damage to oats in sealed cars by fermentation while the cars are standing in its yards at the point of destination, awaiting delivery to the consignee, who has received proper notice of the arrival of the cars.—*S. Hardin v. Chicago & Alton Ry.* Kansas City Court of Appeals, Missouri. 114 S. W. 1117.

**B/L Weights.**—Under Code 1906, § 4851, providing that every B/L acknowledging the receipt of property for transportation shall be conclusive evidence in the hands of bona fide holder, as against the carrier, that the property had been so received, a B/L by a carrier which describes a shipment of cotton as containing a designated number of pounds is conclusive on the carrier, though above the column for the insertion of the weights the words "Weights subject to correction" were inserted.—*Yazoo & M. V. R. Co. v. G. W. Bent & Co.* Supreme Court of Mississippi. 47 South. 805.

**Exchange Membership of Bankrupt.**—Where a receiver in supplementary proceedings of a debtor owning a membership in the New York Stock Exchange did not take any steps to follow the debtor's property in such membership and recover the same until after a trustee in bankruptcy had been appointed for the debtor and there had been a sale of the membership, the surplus proceeds of the sale, after deducting claims payable under the rules of the exchange, were payable to the trustee in bankruptcy, and not to the receiver.—*Wrede v. Gilley*. Supreme Court of New York. 113 N. Y. Supp. 609.

**Inspection Before Payment.**—Plaintiff ordered 400 sacks of corn chops of defendant, the manufacturer thereof, offering a certain price, and the offer was accepted; no conditions being annexed to the order or acceptance. Held that, there being no right of inspection, the law merely implying a warranty that the goods were merchantable and reasonably fit for the purpose for which they were intended, plaintiff, by refusing to pay a draft for the goods till he had inspected them, breached his contract, relieving defendant of obligation to deliver.—*H. K. Cochran v. Chetopa Mill & Elevator Co.* Supreme Court of Arkansas. 114 S. W. 711.

**Passage of Title to Standing Hay.**—Plaintiff sold to defendant 40 acres of standing hay at the agreed price of \$4.50 per ton, the hay to be weighed and paid for before taken from the farm. The defendant took possession, cut and stacked the hay, and baled and hauled away six loads thereof. Held, that title to the entire crop passed to the defendant. When the sixth load was being weighed, the defendant questioned the correctness of the scales, which it was agreed should be used, and refused to take away or pay for the hay remaining in the field, claiming that the plaintiff refused to allow the hay to be weighed elsewhere. Held, that the evidence sufficiently supported the plaintiff's contention that she offered to accept railroad weights or to have the scales, of which defendant complained, inspected and corrected, if out of order, by a party named by the defendant.—*Allen v. Rushforth*. Supreme Court of Nebraska. 118 N. W. 657.

**Sales on Margin Valid.**—A speculative contract for the purchase and sale of stocks on margin is valid, where the broker undertakes at once to buy the stock selected, and agrees to advance the money required beyond the per cent furnished by the customer, and carry or hold the stock for the benefit of the customer so long as the margin agreed on is kept good, or until notice is given by either party that the transaction must be closed, and agrees at all times to have in his name and under his control, and ready for delivery, the shares purchased, or an equal amount of other shares of the same stock, and deliver such shares to the customer when required by him on receipt of advances, commissions, and interest, or sell such shares on the order of the customer on payment of the sums due him and account to the customer for the proceeds of such sale, and the customer undertakes to pay the margin agreed upon, and keep it good according to the fluctuations of the market, and take the shares whenever required by the broker, and pay the difference between the percentage advanced by him and the amount due the broker.—*Richter v. Poe*. Court of Appeals of Maryland. 71 Atl. 420.



## Separator with End and Side Shake Sieves.

To keep the trash moving over tail of sieves it has been found necessary in handling rough grain in elevators to use only sieves having their motion in line with the travel of the grain. As the length of such a sieve is greater than required to prevent the grain tailing over, a large portion of the perforated sieve is left bare or free from grain, and carrying only the impurities. Consequently much of the impurities drop thru the sieves.

Sieves having their line of motion across the travel of the grain give the grain no tendency to form runs and tail over, and make it possible to carry the load of grain very close to the discharge edge of the sieve, while the agitation of the grain on the sieve causes the impurities which are lighter than the cleaned grain to rise to the top of the mass and not come into contact with the sieve until nearly ready to tail over. Such sieves have been preferred for milling or cleaning grain.

A separator in which the advantages of both these motions have been retained, known as Cornwall's Double Separator, is illustrated in the engraving herewith. This machine can be used either in the elevator or the mill. To change from the finest to the coarsest cleaning it is only necessary to change the sieve to one having suitable perforations.

The grain enters first upon a sieve having an end shake or motion in line with the travel of the grain. This sieve being large, gives ample capacity so that nearly all of the trash is removed at this point and discharged separately. Consequently it is not mixed with the oats or other coarse grain that is removed from the wheat by the finer side-shake sieves and the valuable portion of the tailings are left free from trash and can be sold for feed or mixed with other coarse grain.

Grain from the first sieve is distributed on top of the next sieve by means of a feed box and a channel which spreads and delivers to the double side-shake sieves thru openings on each side that

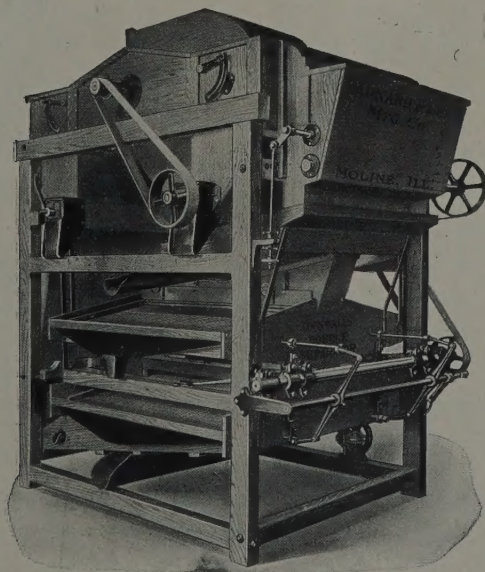
are controlled by automatic gates. The first, or upper edge of these sieves, is perforated with fine holes for removing the weed seeds, sand, etc. This location for the sand sieves is found to be more efficient than any other on account of the fine sand and seed being shaken to the bottom of the mass, while being spread in the feeding channel, thus bringing them next to the seed sieves and under the mass of grain as it passes out of the gates. Both the seed sieve and the grain sieve being on the same plane are kept perfectly clean by the same set of sieve cleaners.

Every inch of the sieve is thoroughly cleaned several times a minute by a very efficient sieve cleaning device. The brushes being under the sieve lift the trash out of the perforations and cause it to tail over instead of assisting it to pass thru with the grain. By spacing the brushes only 8 inches apart under the entire width of sieve they support the perforated metal from sagging and insure a perfectly level sieve during its entire lifetime.

The air separations are the same as on other machines made by the Barnard & Leas Mfg. Co., and have been developed until they are practically perfect.

In the accessibility and simplicity of every part this machine is calculated to please the user. Every sieve is at all times under the eye of the operator and can be removed easily and quickly without disturbing any part of the machine. The material used in its construction is carefully selected and of good quality. Great pains are taken to insure perfect fit and adjustment of all the parts, with a view to building the best general purpose grain separator. Additional information will be furnished readers of the Grain Dealers Journal on application, by the manufacturers, the Barnard & Leas Mfg. Co.

The American Charge d'Affaires at Lisbon has just cabled that the Portuguese Government has decreed an importation of an additional 50,000,000 kilograms of wheat, which will be admitted at the rate of 7 reis per kilogram (.756 cents per 2.2 pounds).



## NON-SIFTING SAMPLE ENVELOPES TULLAR ENVELOPE CO.

Successors to  
**HOWE ENVELOPE CO., Ltd.**  
303 Congress St. West, Detroit, Mich.



## Special Grain Shovel Rope

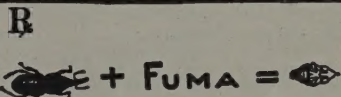
A marlin covered wire rope flexible as manila rope and much more economical.

Also Special Car Pulling Rope  
and Jupiter Transmission Rope

**DURABLE WIRE ROPE CO.**

BOSTON  
26-30 Atlantic Ave.

CHICAGO  
32 S. Canal Street



Live weevil plus a little Fuma equals dead  
once every time

**Fumigate Your Elevators and Mills With**

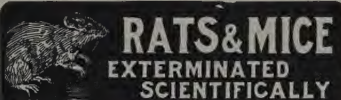
**FUMA**

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums

Send for printed matter

**EDWARD R. TAYLOR**  
Manufacturing Chemist Penn Yan, N. Y.



WITH

**Pasteur Vaccine Co. Rat Virus**  
Non-Poisonous—No Odors

The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

**MOURATUS**—Galein Form, 50 and 75c.  
**RATITE**—Liquid Form, 75c, \$1 and \$1.50.

Write for further particulars and testimonials to  
**PASTEUR VACCINE CO., Ltd.**

Sole Concessionaires of Institut Pasteur,  
Paris, Biological Products.  
7 Rue Meyerbeer, Paris, France.  
New York, 356 West 11th Street.  
Chicago, 323-325 Dearborn Street.





## Causes of Elevator Fires.

The mutual fire insurance companies making a specialty of insuring grain elevators and contents, are gradually increasing their efforts to secure reliable information regarding the causes leading up to every fire, and the conditions surrounding the property, with a view to assisting property owners to a reduction of the fire hazard, as well as a reduction in the cost of insurance.

As their knowledge of the common hazards increases, the property owner who refuses to remove these hazards will be charged a higher rate, or dropped from the list of policy-holders as an undesirable member.

It is gratifying indeed to note that many patrons of the mutual insurance companies are taking an active interest in the fire hazards of their property and studying how best to remove them, not only because they are desirous of reducing their cost of insurance, but because they know full well that any insurance they can obtain will not recompense them for the interruption to their business, or the full loss of their property.

The growing interest of the policy-holders in this subject lends much encouragement to that mutual company which strives to discover and point out how fire losses may be reduced.

Secretary McCotter, of the Grain Dealers' Fire Insurance Co., has carefully compiled statistics during the past six years, bearing on grain elevator fires, which must prove of great help to those seeking to reduce the fire hazards of their plants. Hot boxes and friction in various forms have cost the Grain Dealers' Co. over \$45,000 and, of course, the policy-holders have paid the bill in increased assessments. This cause is one that can be overcome.

Many fires originate in the power plant, but thru the proper construction and location of the power room, these losses can be reduced to a very low figure and the danger of such fires to the elevator proper entirely overcome.

Lightning is another prolific cause of losses. While the Grain Dealers' Co. was fortunate enough to suffer no total losses caused by lightning during 1908, many other companies did have heavy losses, due directly to this cause, and the Grain Dealers' Co. had twelve elevators damaged by lightning in which \$37,200 insurance was at stake.

Locomotive sparks did more to increase the cost of insurance to grain men last year, than for many years, the long drouth resulting in many fires. The Grain Dealers' Co. alone suffered thirteen losses on which \$28,142 insurance was paid, which were traced direct, to locomotive sparks. This amount was nearly as much as the company paid for losses due to the same cause during the preceding five years.

The company's statistics on losses are indeed of unusual interest to every elevator owner who is really desirous of reducing its fire hazards and cost of insurance and every reader should study carefully the following figures and profit by the experiences of his brother dealers who have paid nearly \$300,000 because of preventable fires:

### Fire Record for Six Years.

Number of fires since organization.....	194
Losses—total .....	427 per cent
Losses—partial .....	325 per cent
Losses—no claim .....	248 per cent

1000 per cent

### Kind of Power Used.

Steam power.....	454 per cent
Gasoline power.....	466 per cent
Horse power .....	015 per cent
Water power .....	010 per cent
No power .....	040 per cent
Electric power .....	015 per cent

1000 per cent

### Time of Day When Fires Occurred.

"Daylight," 7:00 a. m. to 7:00 p. m. ....	369 per cent
"Night," 7:00 p. m. to 7:00 a. m. ....	460 per cent
"No time given" .....	171 per cent

1000 per cent

### Cause of Fires For Six Years.

	No. of Fires.	Per Cent.	Amount Paid.
Outside exposure.....	19	099	\$ 18,741.04
Supposed incendiary.....	6	031	17,136.38
Cob burners .....	2	010	4,384.28
Locomotive sparks.....	41	212	61,997.28
Sawdust, cuspidor and waste basket .....	3	015	3,512.25
Lightning .....	43	222	13,814.17
Hot boxes .....	13	068	31,940.51
Careless use of cobs....	1	005	4,953.77
Exhaust pipe .....	4	021	4,600.22
Overheated stove and defective stove pipe..	3	015	3,780.01
Tramps .....	7	036	21,674.36
Origin in power house..	10	051	6,193.08
Unknown .....	22	113	70,840.99
Friction .....	8	041	13,518.50
Tinner's furnace.....	1	005	no claim
Boys smoking.....	1	005	1,240.20
Leaky supply pipe.....	4	021	22.35
Crossed electric wires..	1	005	1,763.36
Exploding lantern.....	2	010	no claim
Spontaneous combustion	3	015	3,316.91
	194	1000	\$283,430.10

### Annual Statement of Grain Shippers Insurance Association.

The annual statement of the Grain Shippers Mutual Fire Insurance Assn. of Ida Grove, Ia., shows that on Jan. 1 the company had ledger assets amounting to \$33,090, which included cash in treasurer's hands, \$9,395; real estate loans, \$13,200; bills receivable, \$932; due from agents and companies, \$6,554; furniture and fixtures, \$949; real estate, \$7,058.

Non-ledger assets, including assessments and premiums in course of collection, real estate value above book value, maps, rate books and supplies, and interest accrued on loans, but not due, bring the total up to \$40,187.

The Company's liabilities amount to \$29,105, of which \$23,695 is reinsurance reserve; \$1,000 losses adjusted but not due; \$3,325 losses unadjusted; \$500 losses resisted; and dividends due but uncalled for, \$285, which leaves a surplus to policy holders of \$11,081.

During the year the Company's receipts from assessments and premiums amounted to \$136,588; rent, \$198; interest on loans, \$600. Its disbursements amounted to \$39,448, including \$53,793 losses; agents, \$871; officers, directors and employees, \$12,844; dividends to policy-holders, \$10,767.

The Company closed the year with \$7,355,000 insurance in force, of which \$6,045,000 was fire risks, and \$1,310,000 Tornado risks.

### Exports of Beans.

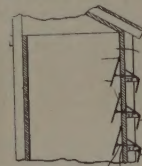
During the 11 months prior to Dec. 1 we exported 251,299 bus. of beans and peas of domestic and 40,750 bus. of foreign origin; compared with 368,544 bus. of domestic and 25,572 bus. of foreign origin exported during the corresponding months of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Books Received

**Bureau of Plant Industry Annual Report.**—His report for 1908 E. T. Galloway, chief of the Bureau of Plant Industry, summarizes the progress made in the introduction of new plants, breeding of desirable varieties, grain investigations, and demonstrations and experiments with field crops. Mr. Galloway states that new grain standardization laboratories were put into operation during the year at St. Louis, Minneapolis, New York, Duluth and Chicago. Pamphlet of 135 pages; U. S. Department of Agriculture, Washington, D. C.

## Patents Granted

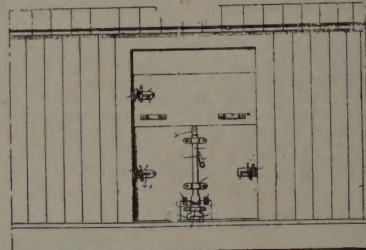
**Indicator for Bins.** No. 910,606. (See cut) Peter Swanson, Soudan, Minn. On the outside of the bin wall are arranged at intervals a number of pivoted plates bearing the words "loaded" and "empty." The plates are operated by pins extending thru holes bored in the wall, the pins in turn being actuated by hinged plates that are pushed outward by the pressure of grain. Weight of the pivoted plates keeps them normally in position, showing the word "empty." Besides the indicating words the plates also have



910,606



911,521.



numbers consecutively from bottom up. This enables the operator to see at a glance whether a bin is empty or full, or if partially full, to what level.

**Grain Door for Cars.** No. 911,521. (See cut) Benjamin F. Owens, Rockwell City, Ia. The car door has in its lower portion an opening closed by a small door hinged to the car door. Mounted on the car door and extended over the outer face of the small door is a slide bolt formed with a hinge capable in one position of standing in line with the hinges of the small door when the bolt is raised to open the small door. The bolt is forked at the lower end and fits into openings in the door frame. A notched plate is designed to be placed on the car sill to be engaged by a metal strip on the lower edge of the car door, the strip being extended across the grain door opening.

Mexican duty on grain was recently reduced to 1c a kilo. Before the old duty is reinstated May 1 it is expected Canada will export for Mexican consumption 1,500,000 bus. Pres. Diaz reduced the duty Dec. 15 on account of shortage in his country. American exporters have sold large quantities to Mexican importers.



# Fire Insurance Companies

ORGANIZED 1883

## The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED—1907—INCORPORATED

## Western Grain Dealers' Mutual Fire Insurance Association,

Des Moines, Flynn Bldg., Iowa

Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.  
GEO. A. WELLS, Secretary.

## Millers Mutual Fire Insurance Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 Insurance last year  
Paid \$116,523.11 in losses last year  
Added \$20,545.98 to surplus last year  
Assessed only 40% of basis rates last year

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force	-	\$13,551,441.39
Face value of notes	-	1,701,351.60
Cash Assets	-	330,000.05

GEO. POSTEL, Pres.  
A. R. McKINNEY, Sec.

Chicago Agent:  
M. W. FUGIT, 740 National Life Building.

### THE OLD RELIABLE



INSURES ELEVATORS AND GRAIN

DANSING MICH.

PERMANENT OR SHORT TERM POLICIES

Established 1902

### Tri-State Mutual Grain Dealers Fire Insurance Co. (Inc.)

Elevator and Grain Insurance at Actual Cost  
E. A. BROWN, Pres. V. E. BUTLER, V.-Pres.  
B. P. ST. JOHN, Treasurer.

For rates, etc., address  
E. H. Moreland, Sec'y, Luverne, Minn.

## Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa

Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets	.....	\$266,243.81
Losses Paid	.....	\$1,339,403.60
Saved to Policy Holders	.....	\$1,752,149.12

J. G. SHARP, Secretary



## A Good Guide

in selecting a fire insurance company is the lead taken by experienced grain men. The



has been selected by the owners of over 2200 country elevators for over Nine Million Dollars insurance. There is a reason.

Write for information to

C. A. McCotter, Sec'y.

ORGANIZED SEPTEMBER 1897

### GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION IDA GROVE, IOWA

Insurance in force	.....	\$7,355,000.00
Losses paid to date	.....	448,000.00
Saved to Policyholders over	.....	250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.  
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

### MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.  
Five Year Policies (or short term policies on grain, if required.)  
Semi-Annual Assessments costing about one-half Stock Company rates.  
NO conflagration hazard.

Gross Assets, \$5,288,714.00 Net Cash Surplus, \$930,166.99

**Any Weight** of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price, \$5.00.

### GRAIN DEALERS JOURNAL

255 LA SALLE STREET CHICAGO, ILLINOIS

**GRAIN STORAGE RECEIPTS** for keeping a record of grain stored. 50 tickets, printed on bond paper 10 1/2 x 5 1/2 in., in each book. Order form No. 4. Price 50 Cents.  
GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO



## SEEDS FOR SALE

If you wish to buy  
or sell seeds or  
grain of any kind  
consult page 165,  
this number.



Some Points  
Regarding  
the Day  
Dust Collector  
and Dust  
System to  
Bear in Mind

It secures a higher grade of grain and saves  
more of it.

**THE DAY COMPANY**

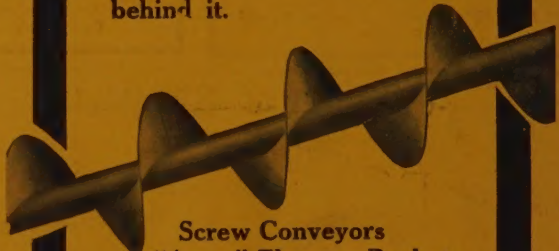
1118-26 Yale Place

Minneapolis, Minn.

**FOR** the best of satisfaction  
consign your Grain to  
**S. C. Bartlett Co., Peoria, Ill.**

# WEBSTER

Machinery for Grain Ele-  
vators and Flour Mills has  
experience and reputation  
behind it.



Screw Conveyors  
"Acme" Elevator Buckets  
Chain Belting  
Friction Clutches  
Shafting, Pulleys, Gearing

**Webster M'fg Co.**

Main Office and Works: 1075-1111 W. 15th St., Chicago

88-90 Reade Street  
NEW YORK

Pennsylvania Bldg.  
PHILADELPHIA

## Weller-Made

GRAIN HANDLING

### Machinery

Wherever there's a large amount of material to  
be handled—in grain elevators, flour mills, or other  
plants—Weller machinery is particularly useful.

1908 saw the solution of the economical-hand-  
ling-of-materials problem in many great plants of  
America. Start 1909 right. The installation of  
Weller machinery will be a step in the economy  
direction.

The Weller catalog is an important  
book on an important question. Sent  
free to interested concerns.

#### The Reynolds Distributing Spout

This Distributor is made with a  
straight discharge spout, the lower sec-  
tion being fitted with a telescope sleeve  
made to clear or enter any de-  
sired bin duct. It is very durable  
and easy to operate.

**Weller Mfg.  
Co.  
CHICAGO.**

